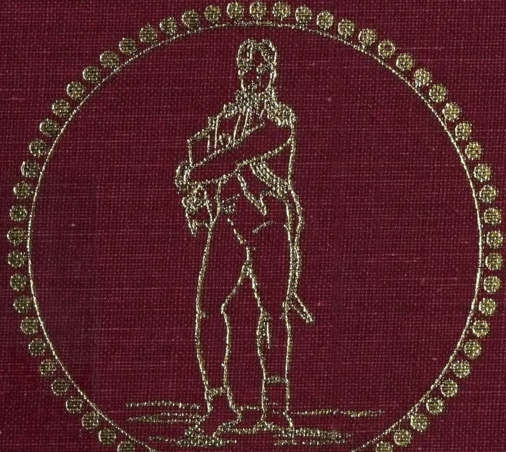
THE PERRYSBURG STORY
1816-1966

by

ARDATH DANFORD



BUR
6

977.116
DAN

George Bickel

3/2008

THE PERRYSBURG STORY

1816—1966

BY

ARDATH DANFORD
LIBRARIAN, WAY PUBLIC LIBRARY

WITH A CHAPTER BY

DONALD D. CANFIELD

SESQUICENTENNIAL PUBLISHING COMMITTEE
PERRYSBURG, OHIO
1966

PRINTED BY
THE GRAY PRINTING COMPANY
FOSTORIA, OHIO

ALL RIGHTS RESERVED
COPYRIGHT 1966
BY ARDATH DANFORD
MANUFACTURED IN THE UNITED STATES OF AMERICA

Acknowledgments

INTEREST IN LOCAL HISTORY is expressed nowhere more frequently than at the public library. That is where readers expect to find the answers to questions, whether about their own community or about the world at large. Unfortunately, the latter often prove to be more readily available than does the record of past events in the immediate vicinity. Rarely does the librarian have the opportunity to solve the problem somewhat by writing the record herself, but such was the case in this instance.

It may well be that my conception of the assignment exceeded that of the original planners of the sesquicentennial celebration. If so, the backers of the project never faltered in their determination to support the publication, whatever it turned out to be. For their faith in the undertaking I wish to express my deep appreciation. Also, to the members of the Way Library Board of Trustees, who approved my involvement in the research and writing of this book, I am always grateful for their concept of a librarian's service to the community.

The debts owed to so many others who have helped in the accumulation of data and in its organization can not all be recognized here, but the help is nonetheless greatly appreciated. My special thanks are due to the Way Library staff for their patience, to Irene McCreery of the Toledo Public Library's Local History Room for her frequent assistance, to Donald Canfield for his obvious contributions and others not apparent, to Beatrice Webb for the foundation provided by her studies of Perrysburg, to Howard Williams for great help in acquiring the pictures, to Marian Parker of the Lucas County Library for hours of proof-reading, and to my mother, Grace Danford, for much of the typing.

Contents

I—Battleground 9

II—The Beginnings 16

III—Hail, Hail the Gang's All Here 29

IV—Years of Crisis 37

V—Crimes and Fires 49

VI—A Short History of the Perrysburg Schools 55
by Donald D. Canfield

VII—Benefactors 65

VIII—Extra-curricular Activities 70

IX—Religious Life 77

X—The Professions 85

XI—Businesses 91

XII—Industries 103

Appendix:

Mayors of Perrysburg 111

Vital Statistics 114

Points of Historical Interest 114

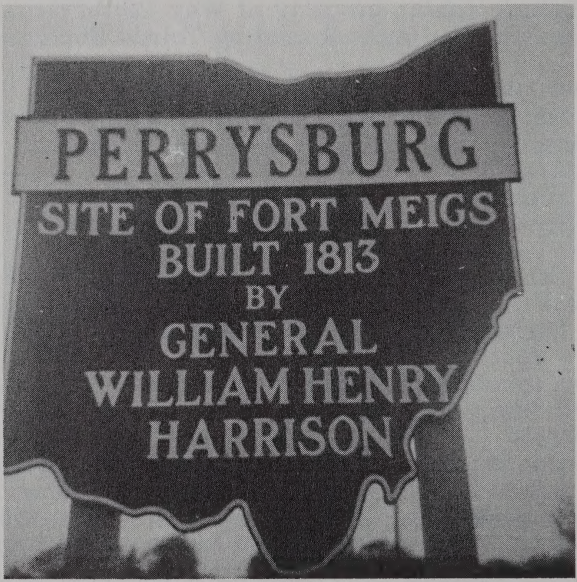
Bibliography 115

Index 119

Illustrations

Page

Wood County's first court house (*Blade* photo)..................18
Wood County's second court house (insert on map of Wood County, 1858, property of Toledo Public Library)...........19
Exchange Hotel (*Blade* photo).................................20
Maumee-Perrysburg Bridge (photo by Ken and Don Servais)....24
Post Office (photo loaned by Matthew Dowling)...............27
Fort Meigs Monument (photo loaned by Toledo Public Library)..34
Maumee Valley street car (photo loaned by George C. Munger)..36
Picnic program (property of Way Library)....................38
Squirrel Hunters discharge (property of Way Library)..........41
Township Hall (photo loaned by Betty Hart)...................45
Louisiana Avenue (*Blade* photo)...............................46
Louisiana Avenue (photo property of Way Library)............47
John Hollister's home (photo loaned by Toledo Public Library) 53
Union School (photo property of Way Library)...............56
Perrysburg School (photo loaned by Mrs. Robert Hillabrand)....58
Louisiana Avenue School (photo loaned by Toledo Public Library) 59
Perrysburg High School (photo from *Black and Gold*)..........60
Elm Street School (photo loaned by Perrysburg Public Schools) 62
Pine Street School (photo loaned by Munger Munger & Associates) 63
Perrysburg High School (photo loaned by Betty Hart)..........63
Way Library (photo property of Way Library)................66
Way Library (photo loaned by Betty Hart)....................67
Municipal Building (photo loaned by Munger & Munger & Associates) 69
Soldiers' Monument (photo loaned by George Murdock)........71
Centennial parade (photo loaned by Howard Williams).........73
Memorial Day parade (photo loaned by John H. Thornton)......75
First Methodist Church (photo loaned by George Murdock......78
Zoar Lutheran Church (photo loaned by Toledo Public Library) 82
Perrysburg Journal office (*Blade* photo) 89
Champney Drug Store (photo loaned by Hubbell Fuller)........94
Fuller Dry Goods Store (photo loaned by Hubbell Fuller)........95
H. A. Kazmaier Grocery (photo loaned by Howard Williams)....96
Hoffmann Brothers Grocery (photo loaned by Richard Hoffmann) 99
Louisiana Avenue (photo property of Way Library)...........100
Louisiana Avenue (photo loaned by Betty Hart)..............101
Perrysburg riverfront, 1875 (engraving from *An Illustrated Historical Atlas of Lucas and Part of Wood Counties, Ohio, 1875,* print loaned by Joseph Augustine)............106
The Cora Lock (photo property of Way Library).............108
Map by Donald D. Canfield 112-113


PERRYSBURG
SITE OF FORT MEIGS
BUILT 1813
BY
GENERAL
WILLIAM HENRY
HARRISON

Chapter I

Battleground

WITH ITS VERY NAME the Black Swamp carried much of the dread in which that extensive morass of northwestern Ohio was held by those who had the misfortune to try to traverse it. One of the earliest recorded impressions of the area was that of map-maker Lewis Evans, who in his *Geographical, Historical, Political, Philosophical and Mechanical Essays* of 1755 noted the " . . . stinging Flies and divers other Insects but particularly Muskeetose in this Country are like to rival the Seven Plagues of Egypt . . . " The twentieth century resident of Perrysburg and Wood County must strain his imagination to envision his present home as resting on a site which was once a part of a desolate wilderness, inhabited by a wide variety of wild animals and insects, thickly covered with trees, and the hunting ground of Indians.

So it was in 1794, when General Anthony Wayne marched his troops through the Swamp en route from Fort Greenville to his historic victory at the Battle of Fallen Timbers. Another army to struggle through the terrain was that ill-fated group led by General William Hull to Detroit early in the War of 1812, followed by the troops of General William Henry Harrison, which somehow managed to move about between several posts located in the Swamp during the ensuing battles of 1813.

Just before this there had been some settlement on the present site of Maumee and opposite on the south side of the river. The latter, called Orleans of the North, was first inhabited by Major Amos Spafford, who had come as Collector of the Port of Miami in 1810 and who was also named first postmaster. This original resident of the present territory of Wood County, along with other Orleans pioneers, took his family to Huron County for safety during the battles. After General Hull's surrender to the British in Detroit on August 16, 1812, it had become apparent that settlers in northwestern Ohio were on hazardous ground. The outbreak of hostilities between British and American forces saw the former gain control of the western end of Lake Erie by means of Hull's capitulation and the defeat of General James Winchester on January 22 and 23, 1813, by British General Proctor at the River Raisin (near the present site of Monroe, Michigan).

General William Henry Harrison, commander of American troops in the Northwest Territory, was unable to reach the scene of Winchester's loss in time to prevent the slaughter which occurred, with over nine hundred men either killed or taken prisoner. Fewer than fifty men escaped this fate. It was then decided by General Harrison to erect a new fort at the foot of the Maumee Rapids as a bulwark against the further encroachment of the British into the Territory. From February, 1813, the American troops were engaged in the construction of the new fortification under the direction of then Captain Eleazer D. Wood.

The site chosen was a plot some 2,500 yards in circumference on the hillside above the Maumee River and near the tiny settlement of Orleans. Considering the time of year, the lack of modern equipment, and the size of the endeavor, the rapid completion of the fort was a remarkable accomplishment. Wooden pickets fifteen feet high were driven three feet into the frozen ground to encircle the area. Eight blockhouses were constructed, and earthen embankments with caves underneath provided excellent protection for the defenders. General Harrison designated the name Fort Meigs in honor of Ohio's first governor, Return Jonathan Meigs.

On the morning of May 1, 1813, as the men continued to prepare the earthworks, shots were fired at them from across the river, where the British were encamped below Fort Miami and had cannon batteries on the river bank opposite Fort Meigs. So began the first siege of the Fort, as the Americans returned the fire with their eighteen-pound and twelve-pound cannons. Indian allies of the British surrounded the flanks and rear of the Fort, shooting from the treetops with little success. British gunboats brought their fire as close as they dared on the river. For five days the exchange of sporadic outbursts of shooting continued with few casualties. One of the few, however, was Major Amos Stoddard, a senior officer in Harrison's command.

On May 5 the General received word that General Green Clay and about 1,200 Kentucky militia were en route from Fort Defiance on flatboats to relieve the besieged Americans. Harrison's orders to General Clay were to have approximately half his men disembark on the north side of the river above the British batteries, attempt to spike the cannons, then return to their boats and proceed to Fort Meigs. The mission was undertaken under command of Colonel William Dudley and met with early success. However, instead of following their instructions completely, the adventurous Kentuckians pursued their apparently routed foes. Thus lured into a trap by waiting Indians, hundreds of the militiamen were killed on the present site of the Lucas County Library in Maumee in what came to be known as Dudley's Massacre. Reputedly the British were unable to stop the merciless slaughter of the captives, and it was only the arrival of Tecumseh that spared between 150 and 200 of the more than 800 men who had made up Colonel Dudley's force.

The following day two British companies which had moved into place along the Fort's right flank (on the present grounds of Fort Meigs Cemetery) were engaged successfully by the Americans. By May 8 General Proctor ordered his men to withdraw from Fort Miami and the other installations nearby, and the first siege of Fort Meigs ended with the Americans well in control of their new post. The greater portion of Proctor's troops had been made up of Indians, some 1,800 men, along with about 600 British regulars and 800 Canadian militia. It was reported that there was a steady desertion by the Indians due to their failure to achieve their goal of conquering the new fort.

C. S. Van Tassel in his *Story of Fort Meigs* quoted in total the general orders issued by William Henry Harrison on May 9 following the British withdrawal. After expressions of commendation to his troops as a whole and to specific officers, the General had this to say,

> "It rarely occurs that a general has to complain of the excessive ardor of his men, yet such always appears to be the case whenever Kentucky militia are engaged. It is indeed the source of all their misfortunes. They appear to think that valor can alone accomplish everything. The General is led to make this remark from the conduct of Capt. Dudley's company (not Col. Dudley) . . . "

The next day the General issued orders naming General Clay as his successor in command of Fort Meigs and of the army posts at McArthur, Findlay, Portage, and Upper and Lower Sandusky. Soon after General Harrison proceeded to Fort Stephenson at Lower Sandusky to see how the situation looked from there.

As the spring passed with no immediate threat of hostilities at Fort Meigs, the activities of the troops included fishing and bathing in the Maumee River. In addition, General Clay's general order of June 15, 1813, provided that "at seven o'clock in the morning, four men from each company will be permitted to pass the sentinels accompanied by a commissioned officer, to gather fruit and 'sallads,' the men to go out armed and return by twelve o'clock." Repairs of battle damages had to be completed, but the scourge of the troops was sickness. During June and July, 1813, nearly two hundred of the men died of fevers, and in future years the reputation of the unhealthy aspects of the Black Swamp would be spread far and wide by those who survived the agues and "shakes" so prevalent there and obviously far more dangerous to the troops than the cannons and muskets of the British and Indians.

The arrival at the Fort of a Frenchman and an escaped American prisoner from Detroit brought word that General Proctor would soon launch a new assault in the Maumee Valley, and General Harrison arrived on June 28, followed by reinforcements numbering 300 men. Scouting parties were sent out to watch for an advance, but when the British showed no signs of such, Harrison left for Fort Stephenson. It was not until July 21 that the enemy troops, as many as 5,000 strong, were spotted encamped below Fort Miami. Again the woods behind Fort Meigs filled with Indians. On the 25th the British had moved across the river, leading the Americans to anticipate an attempt to storm the Fort. Sounds of heavy firing were heard the following evening from east of the Fort as though a brisk battle were under way. General Clay correctly judged this to be only a hoax intended to draw his men out of the well-protected fort, and he refused to respond. The next day the British had returned to the opposite side of the river, and the second and final "siege," if so it could be called, was ended at Fort Meigs. General Proctor turned his attention to a major attack on Fort Stephenson, where he met defeat by the American forces on August 2, 1813.

Subsequent victories of land troops under Harrison's command and those of Commodore Oliver Hazard Perry on Lake Erie combined to assure the defeat of the British in the Northwest Territory. Andrew Jackson's famous victory at New Orleans in January, 1815, brought an end to the War of 1812 and an end to British harassments in this country. The remaining troops garrisoned at Fort Meigs stayed until May, 1815, when the schooner Blacksnake transported the men and equipment to Detroit.

During that summer Amos Spafford's family and others who had evacuated the settlement at Orleans returned to rebuild their homes, using in part wood from flatboats which had carried army supplies to the Fort. The blockhouses served as shelters for these families until they completed their homes, but disagreements erupted as to who could live where, and someone settled the issue by burning down the blockhouses.

It was the desire of the United States Congress that settlement of this portion of the Northwest Territory be encouraged, and it was to Major Spafford that U. S. Land Commissioner Josiah Meigs wrote as follows on April 12, 1816:

> "Dear Friend:
>
> As you will have a town on the Miami of Erie (Maumee), it will be well to think of the name it is to bear. The act does not give a name. Who is to christen it? I wish you would think on the subject, and let me have your wishes. For my part, I will barely suggest to you that, if it would be named Perryville, or Perrytown—or some other form, which may always remind us of the victory of Erie—it would be a *good policy.* We ought to make the best profit we can of the blood of our countrymen, which has been shed for the confirmation of our Independence . . . "

Major Spafford, thereupon, designated that the new town should be known as Perrysburgh in honor of Oliver Hazard Perry. (The change to Perrysburg was not made until 1895, but the current form will be used throughout this book.)

The act to which Commissioner Meigs referred was passed by Congress on April 27, 1816, and provided for a survey of the twelve-mile-square United States Reservation set aside by the 1795 Treaty of Greenville from the surrounding Indian territory, the choice of the likeliest site for a town, and the platting of such. Agent Alexander Bourne and Surveyors Joseph Wampler and William Brookfield examined the area, which included both sides of the Maumee River from what is now Toledo to some three miles above the present location of Waterville and extending as far as the present southeast corner of Perrysburg Township. They selected a site above the south bank of the Maumee River east of Fort Meigs. There they platted a one-mile square into town lots of one-quarter acre and outlots of more sizable dimensions. The following year on September 28, 1817, U. S. Agents Lewis Cass and Duncan

McArthur met with a reported 7,000 representatives of seven Indian tribes near the village of Maumee. The result of the conclave was the purchase of all Indian territories in Ohio with the exception of a few reservations. The 1817 Maumee Treaty created considerable interest throughout the new state of Ohio, since the northwest section had up until then been thought of as a no-man's land of Indians and swamps.

John E. Hunt, one of Maumee's earliest residents, told in his memoirs of several trips made through the Swamp. His first was as a boy of fourteen, when he accompanied General Hull's troops from Dayton to Detroit. At that time his brother-in-law was acting as surgeon for the Army, and the young Hunt was being taken to live with his brother Henry in Detroit. Four years later he had set up shop with Robert Forsyth in Maumee and left with three other travelers for Lower Sandusky and points east. The following quotation from John Hunt's manuscript memoirs described the beginning of the journey:

> "In December, I think about the 28th, 1816, I received a letter from the President of the old Detroit Bank with a check for twenty thousand dollars all in one dollar bills upon the Buffaloe [sic] Bank. The ice was running in the River and as it was growing very cold and consequently fearing we should not be able to cross in the morning, we crossed the River and put up with Lyman W. Hawley, who was the only inhabitant of Perrysburg. His house was near where the paper mill is now in Perrysburg (on the river bank north of West Boundary). The party consisted of Auchenbaugh, the mail carrier who took the mail once a week from Cleavland [sic] to Detroit; Provost, a Frenchman; a young man from Connecticut by the name of Hartshorn, who has lived for a number of years in Ottawa County, Ohio; and myself.
>
> "We took our breakfast before day dawned, and having but fifteen miles to reach a house on Portage River, supposing we should reach it by two or three o'clock in the afternoon, we did not take anything to eat and nothing to make a fire with. There being no road, nothing but blazed trees to mark our course, and the snow falling so fast that it was very difficult to follow the marked trees, and the mud and water nearly up to our saddle skirts, it made it very slow and hard work to move attall [sic]. Night found us only eleven miles from Perrysburg, and we had just begun to enter the worst part of the far-famed Black Swamp, and as it was getting too dark to follow the blazed trees, we were forced to stop.
>
> "Hartshorn, who never had seen anything of pioneer service, said, 'My God, what shall we do?' I told him I would show him. I tied my horse to the limb of a tree, put my saddle against another tree, found a chunk of rotten wood upon which to place my feet,

put my saddle blanket around me, pulled my fur cap over my ears, leaned back against the tree, and laughingly said, 'I have gone to bed.' Hartshorn looked at me with astonishment and could not see how I could make a joke of so serious a matter, but he finally took a position by my side, and Provost flanked me on the other side, and the Dutchman took his position next to Hartshorn, and here we sat all night, the monotony of the occasion only changed by the screech of an owl or the howl of a wolf."

Chapter II

The Beginnings

AT THE TIME of its beginning, Perrysburg was officially a part of Champaign County with the county seat at Urbana. The present area of Wood County had been governed, on paper mostly, by the French, the British, and the State of Virginia until establishment of the Northwest Territory by Congress in 1787. Fort Miami, the first fortification in Ohio built by white men, had been constructed in 1680 by order of Frontenac, the French governor of Canada. After being used as a trading post for a short time, it was deserted until the British took possession in 1785. It was because of the existence of Fort Miami that the United States required the twelve-mile reservation surrounding the Fort, as well as similar reservations at other military posts, as a part of the Treaty of Greenville. In 1796 this area was included in Wayne County along with the rest of northwestern Ohio, northeastern Indiana, and southern Michigan, and Detroit was named as the county seat. When statehood was granted to Ohio in 1803, the first General Assembly created eight counties, and the eastern portion of the present Wood County was in Franklin and the western part in Greene County.

Formation of Champaign County in 1805 included this area until 1817, when it became a part of the new Logan County. Not long after, Wood County was established by act of the Ohio Legislature on February 12, 1820. The name was chosen to honor Colonel Eleazer D. Wood, the Army engineer who had designed Fort Meigs and who lost his life in battle on the Niagara frontier in 1814. The County's territory extended to the Michigan line until formation of Lucas County in 1835.

Samuel H. Ewing of Orleans, John Pray of Waterville, and Daniel Hubbell of Maumee, appointed as County Commissioners, held their first meeting on April 12, 1820, over Almon Gibbs' store in Maumee. William Pratt was named County Treasurer, and at a subsequent meeting Seneca Allen was made County Auditor and Clerk. Mr. Pratt had been a captain with the New York State Militia at Fort Meigs who returned in 1818 with his family. His descendants still reside on land purchased in 1825 southwest of Perrysburg. Mr. Allen, an early resident of Maumee and Orleans, had served as justice of the peace for Logan County while the area was under that jurisdiction.

A question as to the permanent county seat of Wood County led to the appointment by the Legislature of a committee to investigate the prospects of the three fledgling towns—Orleans, Maumee, and Perrysburg, whose total populations were fewer than 650 persons. At this time, 1822, Perrysburg would seem to have been the least promising of the three. Although lots had been placed on sale at the Land Office in Wooster, Ohio, as of February, 1817, only a few log houses and one frame house had been built, and the latter had been unoccupied. It had belonged to David Hawley, who had brought the lumber with him on the schooner Blacksnake in 1817. He abandoned the house, located at the bottom of the hill near where West Boundary would extend to the flats, after the death of his wife in 1820.

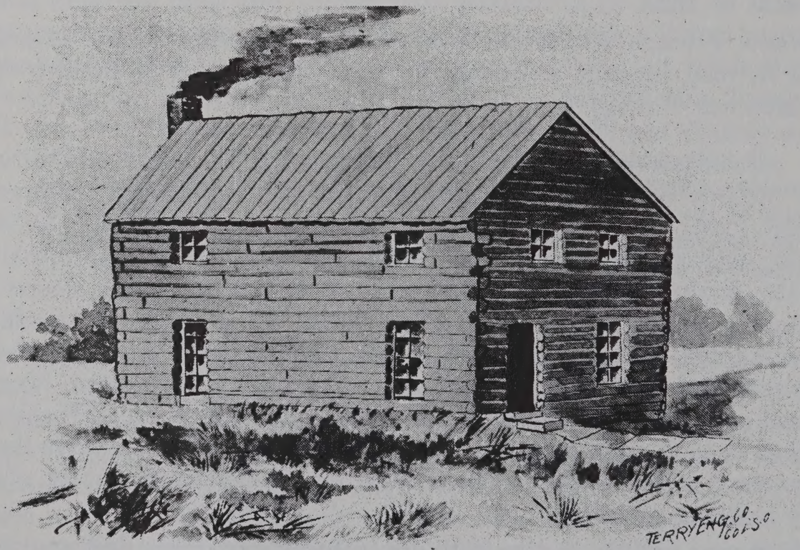
When Thomas W. Powell wrote of his first view of his future home in 1820, he said, as quoted by H. S. Knapp in *The History of the Maumee Valley,*

> "I arrived at Perrysburg in the afternoon of a fine day about the middle of September. At that time there was not a single house upon any of the in-lots in Perrysburg; there were a few on some of the out-lots. The Front street had just been cut open and cleared from the wood and brush."

During the following year, John Webb, a hat-maker by trade, arrived with his wife and son, John Charles, and occupied the deserted Hawley house. The only in-lot which had even been cleared of trees was one belonging to Thomas R. McKnight, Webb's brother-in-law, who was then living at Orleans but who built the next year in Perrysburg. There were no streets, only a few old army and Indian trails.

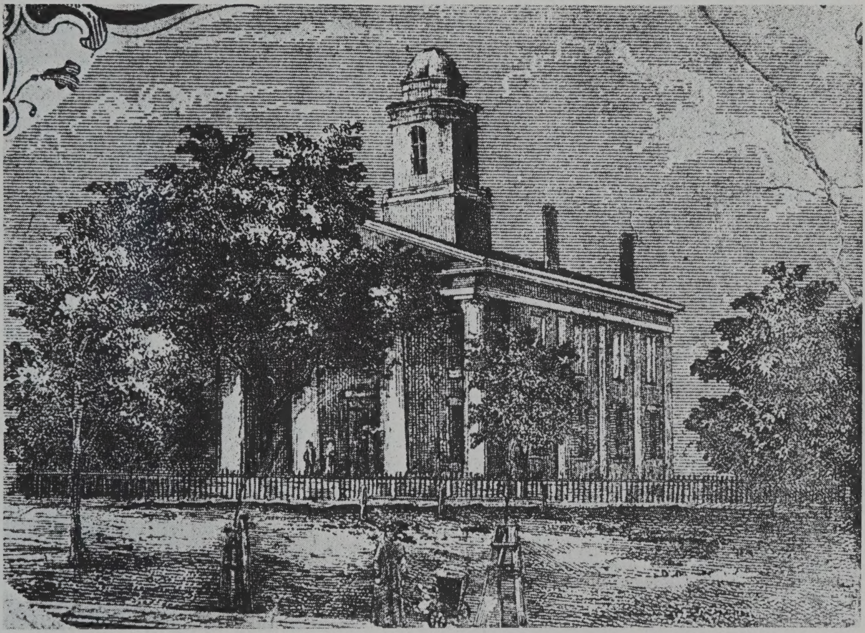
So it was in 1822 as the state-appointed commission deliberated over the most promising location for the Wood County seat. Certainly, both Orleans and Maumee were well ahead in building, but the fact of the federal government's establishment of Perrysburg obviously influenced the group. When, in May, 1822, Congress voted to vest title in all unsold lots in Perrysburg in the County Commissioners, provided the permanent county seat be located there, the decision was assured. Proceeds from the sale of these lots would provide funds for county buildings; and until this arrangement was made, the County had been almost totally without funds for anything.

At their first meeting in Perrysburg on March 3, 1823, the Commissioners—now Hiram P. Barlow, Samuel Spafford, and John Pray—proceeded to authorize the sale at auction on May 26 of 105 lots at a minimum price of $20. One fourth of the sum had to be paid in cash. They also contracted with Daniel Hubbell and Guy Nearing for construction of a court house on a bid of $895. Mr. Hubbell was given the additional job of moving the log jail from Maumee to Perrysburg for $48. The court house was built during the following year on the south side of West Front Street about 200 feet west of Louisiana Avenue. It was a two-story building, 24 by 32 feet, of hewn oak logs cut at the nearest sawmill in Monclova. Offices were on the first floor and the court room above. The jail was placed at the rear of the same lot, and $25 was expended on repairs to it.


TERRY ENG. CO. COL. O.

Wood County's first court house, built in 1824

Until 1836 these served as Wood County headquarters; but in July of that year the Commissioners decided a larger court house was required, and they chose two lots at the northwest corner of West Indiana and Walnut Street for the new site. Loomis Brigham and Jairus Curtis were awarded the construction contract. This building, begun in 1837, was not completed until 1843. It had dimensions of 50 feet by 70 feet and was brick on a stone foundation, with four two-story columns and a cupola. The cost was about $20,000. Five years later a new jail was constructed at the corner of West Indiana and Hull Prairie Road (now Findlay Street).

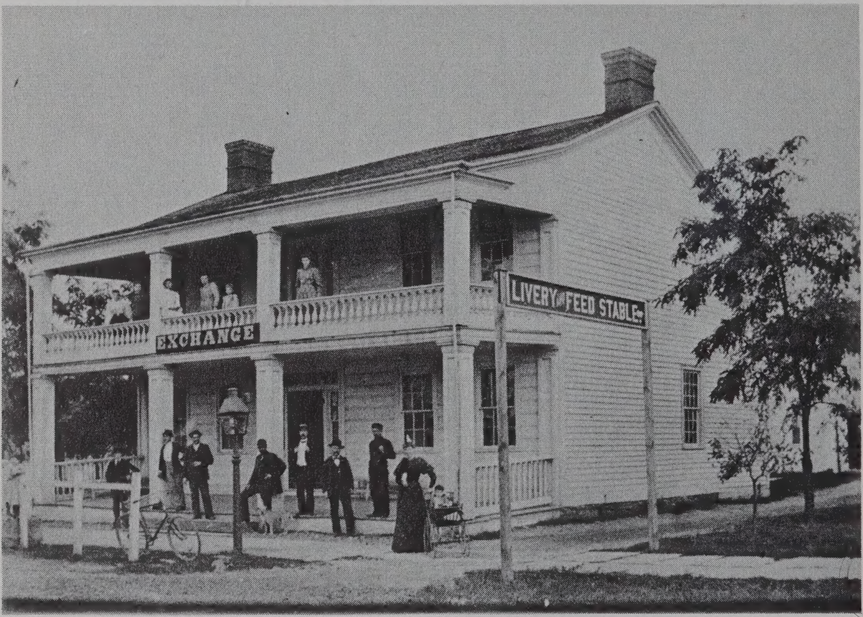


Wood County's second court house, built 1837-1843, burned in 1872

At the time of its origin Wood County was composed of only two townships—Auglaize, which encompassed the present counties of Williams, Putnam, Henry, and Paulding; and Waynesfield, which included the present Lucas, Wood, and Hancock Counties. One of the early acts of the first County Commissioners was to divide Waynesfield Township by creating Perrysburg Township of that portion lying south of the Maumee River. Election of the initial

Perrysburg Township officials was held June 19, 1823, at the home of Samuel Spafford, son of Major Amos Spafford.

Another occurrence of that most significant year in Perrysburg history, 1823, was the completion of Samuel Spafford's Exchange Hotel. It was to become the center of the town's social life, as well as being known as the most prominent inn between Buffalo and St. Louis. It was built of walnut logs, which were later clapboarded. The Exchange was at 140 West Front Street, near the first court house, and still stands, though changed in appearance and no longer a public house.



Exchange Hotel, built by Samuel Spafford in 1823

One of the favorite tales about the old Exchange concerned the bell which Samuel Spafford decided was needed to call the guests for meals. He had to journey all the way to Detroit, which had the nearest foundry, and then he was told they lacked enough metal to make a bell of the size he had ordered. The resourceful Mr. Spafford contributed thirty-six Spanish dollars to the molten mass, and the casting of the bell proceeded.

The presence of the new bell in the front yard of the Hotel proved to be such an attraction to Indians, who rang it at all hours, that Mr. Spafford resolved that something would have to be done. Before he had taken any action, however, the bell disappeared! This infuriated its owner, and he promptly organized a posse of Sam Brady, Frank McAllister, and himself. Searching south through the Black Swamp for three days, the men eventually heard the clanging bell. At an Indian encampment near Upper Sandusky, the braves were exhibiting their new trophy, which they had hung from a pony's neck. The whole tribe was engaged in driving the unfortunate animal around a field to the noisy accompaniment of the bell. The three Perrysburg men succeeded in catching the pony and retrieving the bell. From then on it was mounted on the Exchange building, and there it remained until many years later in 1859, when the hotel was sold by the Spafford heirs. The historic bell was then removed to Elmore but was returned by the endeavors of the New Century Club and now is stored at Way Library.

Through the early years Spafford's Exchange was the scene of many of Perrysburg's most exciting events. Among the noted figures who visited there were Presidents William Henry Harrison and James K. Polk, General Winfield Scott, and Daniel Webster. The facilities offered were an excellent bar, a dining room, reception room, and eight bedrooms. Here were held the finest dinners and balls, and the attorneys who came for the court sessions made the Exchange their meeting place.

The Spaffords were a leading family of the area. Aurora, another son of Amos Spafford, was recorded as the leader of the Methodist Church after its organization in 1819 at Orleans, the first religious body in the Maumee Valley. His home on the bluff just west of Fort Meigs provided the setting for services conducted by itinerant preachers. The frame house remains on West River Road west of Fort Meigs Road.

Samuel Spafford's daughter Chloe married Isaac Hull, a prominent pioneer of Maumee. Jarvis Spafford, a son, succeeded his father as proprietor of the Exchange Hotel, where he proved a popular host until his death during the cholera epidemic of 1854.

Along with the Spaffords several other notable families settled first at Orleans and then moved to Perrysburg. One of these was the Hollister brothers, William and John, who operated a store from 1817 to 1827 at Orleans and later became leading merchants in the county seat. John Hollister built one of Perrysburg's finest homes in 1823, and his business acumen helped the town to achieve a high degree of success as the center of commerce west of Cleveland during the first half of the nineteenth century. Water was the chief means of transportation at the time; and first by sail and then by steam lake boats and ships brought their wares to Perrysburg, from where they were forwarded by team and wagon to the head of the rapids of the Maumee River at Gilead (later Grand Rapids). There the goods were placed on flat boats, keel boats, and pirogues for Fort Wayne. In return, furs, skins, and dried meats were brought from the interior for shipping to the East.

Along with its eminence as a center of trade, Perrysburg prospered also in the ship-building industry. Some of the vessels built there were the following:

Schooners

1827—Eagle, 130 tons
1828—Antelope, 75 tons
1832—Michigan, 130 tons
1835—Gazelle, 75 tons
1835—Caroline, 50 tons
1835—Walter Joy, 130 tons
1837—John Hollister, 130 tons
1837—Favorite, 150 tons
1838—Wabash, 44 tons
1845—Scotland, 100 tons
1848—John Hollister, 300 tons
—Lake Erie, 250 tons
—Maumee Valley

Steamboats (Side-wheel)

1834—Commodore Perry, 382 tons
1837—Anthony Wayne, 390 tons
1838—John Marshall, 35 tons
1838—General Vance, 50 tons
1844—St. Louis, 618 tons
1845—Superior, 646 tons

Steamboats (Propeller)

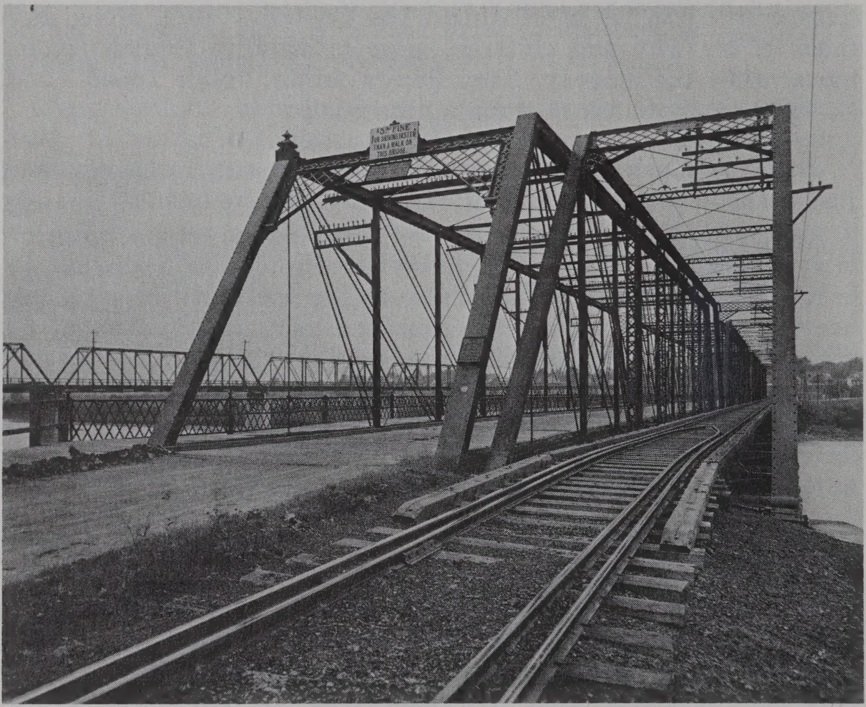
1843—Sampson, 250 tons
1845—Princeton, 400 tons

The name Wilkinson (variously recorded as Wilkison) was almost synonymous with river and lake shipping. The schooner Blacksnake, which in 1815 transported the remaining garrison and equipment from Fort Meigs to Detroit, was commanded by Captain Jacob Wilkinson. His nephew, David, was then a boy of fifteen serving as a crew member. Two years later David Wilkinson became captain of the Blacksnake and successively of the Pilot, the Mary Jane, the Guerriere, the Eagle, the Commodore Perry, and the Superior. In 1852 he retired to farming and was in charge of the lighthouse in Maumee until his death in 1873.

During his service on the Guerriere in 1826, Captain Wilkinson rescued passengers and crew of the wrecked vessel Surprise. Six years later the Guerriere, then commanded by R. Pember, was lost, but all aboard were saved except one woman and her four children. One of the greatest of the lake tragedies involved the steamer G. P. Griffith. With Captain Charles C. Roby of Perrysburg were his wife, his mother, and his two children, along with about three hundred passengers and crew. On June 17, 1850, within sight of Fairport, Ohio, the ship burst into flames and almost all aboard were drowned. In terms of lives lost, the Griffith was Lake Erie's most costly disaster of all time. The Captain's body, along with those of his wife and children, were brought to Perrysburg for burial after the tragedy. Mrs. Roby's father, Judge David Ladd, had the unhappy task of claiming the bodies.

Had the government surveyors chosen a site for Perrysburg just a short distance down river, it might well have fulfilled its early promise and have developed into the metropolitan center that grew later at Toledo. As it was, a rock bar some two miles below Perrysburg proved a barrier for ships drawing over six feet of water. As heavier vessels came into use, this limestone ridge prevented the continued success of Perrysburg, as well as Maumee, as ports. In addition, the decision to have Swan Creek as the terminal point of the Wabash and Erie and the Miami and Erie Canals focused future development as a commercial center on Toledo, though the side-cut at Maumee did allow access of limited use.

In the early days passable roads were almost nonexistent, and transportation of people and goods depended heavily on the waterways. Even a trip across the river to Maumee required a ferry ride until construction of the first bridge in 1838-39. Financed by Maumee and built of logs, it lasted only until the ice broke and combined with high waters to wash the bridge away. In 1840 it was rebuilt, and this time it resisted the elements successfully until 1849. The next structure was a covered bridge built on stone piers. It had two wagon tracks, and large double gates enclosed the north end, where the toll collector charged two cents each for pedestrians and twenty-five cents for a two-horse wagon. Purchase of the bridge by the commissioners of Lucas and Wood Counties from the City of Maumee in 1877 removed the toll charge. Three years later an iron bridge replaced the thirty-year-old span. High water and ice carried away two sections of that structure in 1884, a year when it was recorded that ice was ten feet high on one of the islands in the river. The present Maumee-Perrysburg Bridge, when built in 1928, was lighted by globe fixtures, which proved to be in constant need of replacement because of breakage by vandals. In 1940 officials gave up on the lights, and for twenty-five years the bridge was unlighted. In the spring of 1965, cooperative efforts of Perrysburg and Maumee City Councils and Wood and Lucas County Commissions resulted in the installation of arc lights on the approaches as well as on the bridge.



Maumee-Perrysburg Bridge, 1880-1928

The same adverse conditions of freezing and flooding which played havoc with one bridge after another were also responsible for the abandonment of the settlement at Orleans. Having lost out in the competition to be selected as permanent seat of Wood County, the village then lost several of its enterprising businessmen to Perrysburg, when such as Samuel Spafford, John Hollister, and David Wilkinson decided to concentrate their endeavors in the latter town. Nearly all of Orleans was swept away by water and ice in 1828 and 1832.

Attempts began in the early 1820's to provide for access to Perrysburg by road. The Brownstown Treaty of 1808 had provided a tract of land for a road 120 feet wide from the foot of the Maumee Rapids to the western border of the Connecticut Reserve. From the present site of Perrysburg to Bellevue, the "Maumee Road lands" extended forty-six miles. No construction took place, however, for some years. John Kilbourn's gazeteer of 1817 had listed a route which somewhat followed the southern shore of Lake Erie from the Pennsylvania line to Detroit, touching Cleveland, Huron, Croghansville (Fremont), and Perrysburg. It also showed a road from Cincinnati to "Fort Meigs alias Perrysburg" identical with the postal route established in 1801. On June 30, 1820, the General Assembly authorized construction of a state road from Fort Meigs to Bellefontaine via Fort Findlay. The following February another act provided for a road from Fort Meigs to Wapakoneta. Workers who laid out these rudimentary roadways were paid at the following rates: chain-bearers and markers, 75 cents per day; driver with packhorse, $1 per day. Food and provisions for a five-man surveying crew totaled 20 cents each per day. Transportation south was not improved much until formation of the Perrysburg & Findlay Plank Road Company, chartered February 3, 1849. A steam sawmill was built four miles south of Perrysburg and one four miles north of Bowling Green to saw the planking, and by 1853 a toll road (now part of U.S. Route 25) was completed between the two towns.

Probably the most noted or notorious highway of the period was the Maumee and Western Reserve Road, authorized by Congress in 1823. Laid out across the Black Swamp under state supervision, the route between Fremont and Perrysburg was finally completed in 1826. For perhaps two months of the year—July and August—if the weather was dry enough, the road was passable. The remainder of the time it provided steady employment for inhabitants of the area in helping to pull stalled teams out of mudholes. Roadside taverns did a thriving business in providing accommodations for travelers. In 1834-36 there were thirty-one such establishments, very nearly equaling the number of miles between Fremont and Perrysburg.

In response to the furore over what some called "the worst road on the continent," the Ohio General Assembly in 1838 appropriated $40,000 to surface the road with macadam. When finished in 1841, it was one of the first such paved highways, and the further expenditure of approximately $125,000 by the State to construct ditches and culverts made of what has become known as the Fremont Pike (U. S. Route 20) a major access route east and west. Limestone markers installed in 1842 are still in place along it counting the miles to and from Perrysburg and Lower Sandusky, then the name of Fremont.

An indication of the vast improvement for travelers was evident in the writings of Miss Sarah Foote, who kept a journal of the trip made by her family from Wellington, Ohio, to Footeville, Wisconsin, April 15 to May 10, 1846. She wrote, in part:

> "We soon came to Lower Sandusky River which we crossed on a fine bridge. Then we came to the macadamized road where we had to pay 81¢ toll. After going a mile we came to a tavern for the night, having traveled 31 miles . . . Our tavern bill was one dollar. Now we found a good road, a high turnpike paved with broken stone but we had to pay 81¢ toll. We passed through Perrysburgh and Maumee City, crossed the river by bridge which cost sixty-six and one-half cents toll. We found bad roads the rest of the way."

Perrysburg's Louisiana Avenue was extended south to Bucyrus (old U. S. Route 23) by act of the Ohio Legislature February 15, 1831. This was known as the McCutcheonville Road.

Certainly one of the most hazardous jobs of the early days was that of carrying the mail. The first mention of Perrysburg as part of an established route was the 1821 circuit carried by Thomas Driver from Piqua, by way of St. Marys, Fort Wayne, Defiance, and Waterville, a total of about two hundred miles. On February 7, 1823, Joseph Gordon began his career as mail carrier from Bellefontaine to Fort Findlay to Perrysburg. Mr. Gordon, a Kentuckian, continued for nearly seventeen years, which must have given him claim to more Black Swamp mileage than any other.

Two years later, spurred by construction of the Maumee and Western Reserve Road, mail service from Cleveland and Fremont was extended to Perrysburg and then north to Detroit. A route between Perrysburg and Lima was begun in 1832. Its first carrier, Hiram Wade, made one uneventful roundtrip, but his experiences with wolves one night on his return from the second delivery caused him to decide that this was not for him. Such was to be the case with numerous successors.

In Perrysburg Thomas R. McKnight was named as the first postmaster in 1823. The location of the post office seemed to fluctuate according to the will of the postmaster until the construction of the building at 110 West Second Street in 1935. This served as its headquarters only six years, however, until the opening in 1941 of the present structure at 117 East Second Street. Dedication services were held there on May 18 of that year. This building was expanded in 1964.

STATES POST OFFICE

United States Post Office, built in 1941

At the time of the 1941 dedication services, the following list of Perrysburg postmasters and their dates of appointment was prepared:

Thomas R. McKnight	January 28, 1823
John Hollister	February 25, 1828
Daniel M. Kellogg	April 22, 1836
Allan Hills	September 27, 1836
David Allen	December 26, 1839
James M. Hall	February 2, 1841
David Ross	July 3, 1845
Elijah Huntington	March 18, 1852
John H. Reid	July 26, 1853

John Powers	October 22, 1855
Nelson Darling	April 12, 1861
William F. Pomeroy	December 22, 1862
Clemens Leaf	October 15, 1866
John G. Knoll	December 10, 1867
Thomas J. Webb	March 26, 1869
Elbert D. Ross	December 6, 1871
Christopher Finkbeiner	June 20, 1881
James Hayes	August 6, 1885
William H. Hollenbeck	June 15, 1889
John Cranker	June 30, 1893
Fred Yeager	September 14, 1897
Philip Wetzel	March 19, 1914
Arthur G. Williams	January 10, 1923
George J. Munger	May 2, 1935

Raymond Bayer was appointed to the position on August 15, 1950, and following his death, the present postmaster, Matthew Dowling, was named on October 16, 1964.

Chapter III

Hail, Hail, the Gang's All Here

PROGRESS WAS NOTED in many phases of life in Perrysburg during the 1830's. Of primary importance was the action of the Ohio Legislature on February 19, 1833, when the town was chartered to include the area originally platted, plus the land between Front Street and the Maumee River. John C. Spink served as the first mayor, with John Webb as clerk. (A listing of Perrysburg mayors will be found at the end of this book.)

The first newspaper in the Maumee Valley began publication in 1833, with Jesup W. Scott as co-editor. His son, Frank J. Scott, in writing an article about his mother for the Maumee Valley Pioneer Association's 1895 publication, *Woman's Part In Pioneer Home Life,* described the life in Perrysburg during that early period as follows:

> "Father loved educated society and was a fine conversationalist. Mother, soon after moving into the 'yellow cottage,' got a fine piano. The society that was hospitably welcomed into that little house in 1833, '34 and '35, would be a surprise to any village of its size in the country to-day. In all my subsequent life, I have never seen a more choice society of educated men than were visitors at our house during the summer months of those years. Father's enthusiasm about the future development of cities on the Maumee was unbounded . . .
>
> "I remember one Sunday morning in June, 1833. My father suggested to mother that she join him in a walk to Fort Meigs. I went with them. I have a distinct recollection of the many pretty places on the south side of the river bank street, after passing 'The Exchange,' which looked like a very stylish house in those days, and (thank fortune) still remains a perfect souvenir of the 'stage-days' of the time. The marvelous beauty of the river views, as seen on that walk and at Fort Meigs, would have remained vividly printed on my memory, even had I not been a witness of my father's en-

> thusiasm and my mother's delight over them. Capt. David Wilkinson's home (long since burned), and the Jonathan Perrin place, were the two finest places on the road.* The latter, which is still standing, inspired my childish fancy as a wonderful place—it had such a beautiful fence!"

Civic improvements made during this period included the building of a stockade around the jail and construction of the first paved sidewalk in front of the court house in 1832. In view of some further remarks of Mr. Scott from the same writings as quoted before, the need for sidewalks was a pressing one. He described the situation as follows:

> "Mud was the horror of those days. The whole surface of the country was ready to be made into mud, on the slightest provocation. But village streets became especial wallows after every rain. The clay soil of Maumee and Perrysburg is almost unequalled in the world in its sticky quality. The boys, when they returned from school or play in wet weather, were literally plastered with it from toes to hips. Those were the things that tried women's souls. The boys' and men's pants, when 'stood up' to dry around the open fires, would sometimes stand alone without legs in them; and when dried or baked, would require muscle and patience to beat them out so as to bring the original cloth into sight and pliancy."

The canal era had its beginning in Ohio with the passage of a bill authorizing a system in 1825. Completion of the Erie Canal by New York in that year opened the way for greatly improved access to eastern markets and spurred interest in Ohio for a method of moving goods to Lake Erie. Numerous discussions, surveys, and arguments as to location of the waterways had transpired before agreement was reached on building the Ohio and Erie Canal from Portsmouth to Cleveland and the Miami Canal from Cincinnati to Dayton. The latter was completed in 1830, and a year later it was decided to extend it to the Maumee River. It thus became the Miami-Erie Canal, which, along with the Wabash and Erie Canal, had its terminus at Swan Creek. The first barge reached Toledo in 1843 on the Wabash and Erie, two years before completion of the Dayton-to-Defiance extension of the Miami-Erie Canal.

Midway through the 1830's Perrysburg played a prominent role in the Ohio-Michigan boundary dispute, frequently called the Toledo War. The Ordinance of 1787 had specified that the division was to be made between the two territories by a line running due east from the southern tip of Lake Michigan; but Ohio, first to become a state, interpreted in its constitution that the boundary should run from the southern tip of Lake Michigan due east "until it shall intersect Lake Erie." In 1817 surveyor William Harris, following the Ohio interpretation, had so drawn the line that the area where Toledo would later develop was a part of Ohio.

---

*The Perrin home was 510 West Front Street, now owned by Mr. and Mrs. Harry F. Welch. Captain Wilkinson's was at 502 West Front Street.

At the time of that survey there was no great interest in the section of wilderness, but it had nominally been governed by Michigan. Therefore, Governor Lewis Cass of the Michigan Territory lodged a protest with President James Monroe, and the latter sent another surveyor, John Fulton, to reexamine the situation and run a line in accordance with the exact specifications of the Ordinance of 1787. The Fulton Line varied from the Harris Line to such an extent that as much as 468 miles of Ohio-claimed territory would have been in Michigan, since Fulton's Line intersected the Maumee River about eight miles south of Lake Erie. Thus the sites of Vistula and Port Lawrence, which in 1832 combined to become Toledo, were north of the Fulton Line.

The planning of the Wabash and Erie and the Miami-Erie Canals had their terminus at Swan Creek on the Maumee River. Therefore, the future of that area became a matter of vital concern to both states. In November, 1834, the residents of Toledo formally appealed to the Ohio General Assembly to be included in Ohio. Governor Robert Lucas so recommended, and Ohio townships were designated there by that Legislature.

Andrew Jackson had been elected President and had named Lewis Cass as his Secretary of War. Acting in his place as Territorial Governor of Michigan was Stevens T. Mason, age twenty-one, whose rashness sent one thousand Michigan militia to Toledo to prevent any Ohio officials from assuming authority there. This provocation prompted Governor Lucas to set up headquarters in Perrysburg, where six hundred volunteers were gathered to defend Ohio's interests.

The arrival of two federal emissaries, sent by a troubled President Jackson to mediate, met with Ohio approval, but they were rebuffed by Mason. Two members of the Army Corps of Engineers—Captain Andrew Talcott and young Lieutenant Robert E. Lee—came also to do another check of the surveys.

In the meantime, Governor Lucas called a special session of the General Assembly in June, 1835, at which time Lucas County was created from the portion of Wood County north of the Maumee

River, and judges were directed to hold court in the name of Ohio on the first Monday of September in Toledo. Representatives of Ohio pressed their case in Washington, with the result that the President removed Governor Mason from office and threatened that Michigan would not join the Union until relinquishing claim to the disputed land.

Stevens Mason continued his resistance, however, and was determined to prevent the court session with troops encamped near Monroe. The three appointed judges with twenty Ohio guardsmen laid their strategy in Perrysburg. Leaving there in the middle of Sunday night, they arrived in Toledo, held court at 3:00 a.m., appointed the new county commissioners, and left for Perrysburg before dawn or the Michigan militia arrived. The "Toledo War" was over, and the Wolverine State received its Upper Peninsula as salve for the loss.

The excitement engendered by this episode in Perrysburg, where the presence of high state officials and six hundred drilling troops created quite a sensation, was to be exceeded five years later. During the Presidential campaign of 1840, it was decided by the Whigs to hold a rally for their candidate, William Henry Harrison, at the site of his great military victories, Fort Meigs. Reports of the June 11-12 affair stagger the imagination. The *Buffalo Journal* correspondent wrote, "the town, the trees, the roofs of the houses, the decks and rigging of the steamboats lying at the wharves were covered by the thronging thousands anxious to obtain a view of their venerable chief" as Harrison arrived. A seventeen-gun salute by military units was returned by cannon on board. The crowd has been variously estimated anywhere from 25,000 to 60,000 persons, with numerous veterans' groups, bands, and others from throughout Ohio, Indiana, Michigan, New York, and Pennsylvania.

How so many could find means of transportation to Perrysburg was explained somewhat by the number of boats arriving June 10, 1840. Early in the morning the Commodore Perry docked with a battalion of Flying Artillery, the City Guards, Lafayette Guards, Washington Guards, and Fredonia Guards from Buffalo. Later the Chicago, Anthony Wayne, United States, Rochester, General Scott, and Little Star arrived with their decks jammed with passengers. In spite of the forbidding road conditions, an almost unending line of wagons rolled into town from surrounding areas.

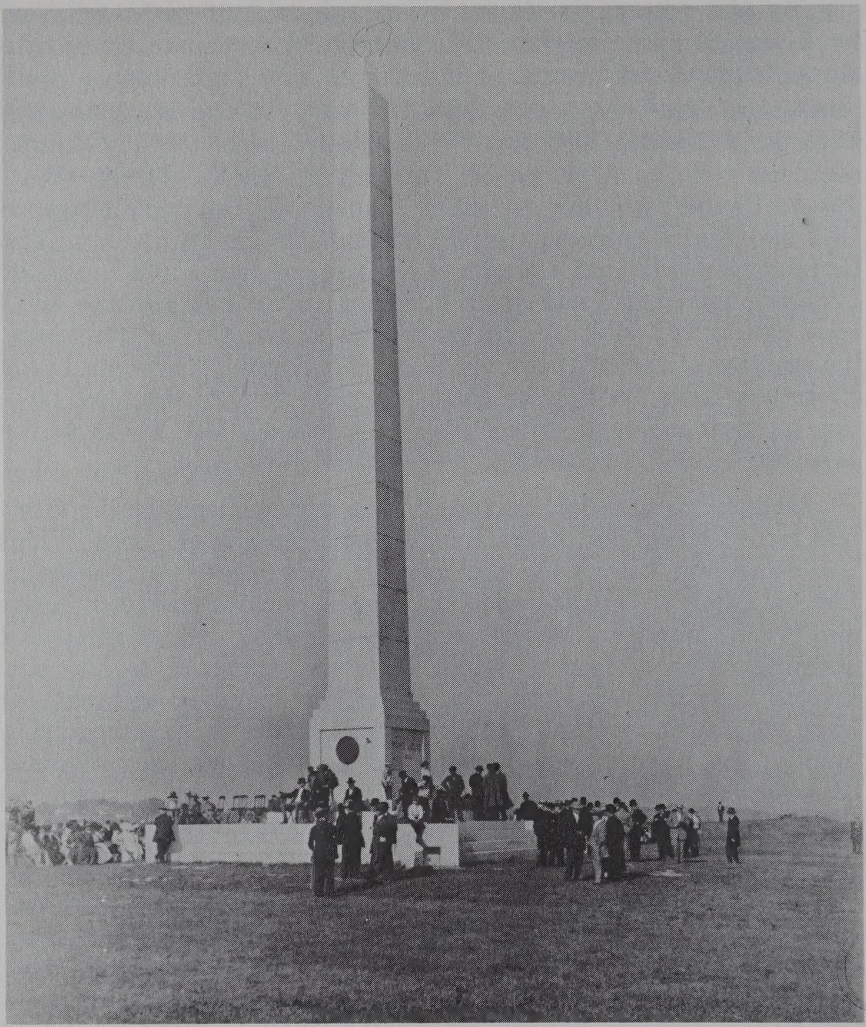
Tents were pitched on the Fort grounds, but few did much sleeping that night. Reminiscing about the battles by the veterans, singing, and general merriment lasted well into the night, followed by a mock battle, complete with Indians, a coon-skin army, rifle shots, cannons and drums.

General Harrison, having spent the night at the home of John Hollister, arrived at the Fort for the festivities of the day shortly after ten o'clock. A prayer was offered by the elderly Reverend Joseph Badger, who had served as chaplain to Harrison's troops in 1813 and occasionally as a guide through the Black Swamp. The General then delivered a speech of one and one-half hours' duration, inspiring some tears and much applause. Since many in the audience had served with him in the battles at the Fort or elsewhere, the emotion of his listeners was high. Dr. Randolph Downes in his *History of Lake Shore Ohio* called the rally "one of the most spectacular mass meetings . . . of American history, and, as far as the Maumee Valley is concerned, the greatest ever held."

An amusing anecdote relating to the preparations for the affair was recorded by C. W. Evers in his *Pioneer Scrapbook.* Local Whigs had decided to build a log cabin on the Fort grounds as headquarters for General Harrison, and they asked each township in Lucas and Wood Counties to contribute a log. Swanton Whigs responded promptly with a fine fifty-foot donation delivered to the site. During the following night rival Democrats managed to insert the huge log into the well at the Fort, where it became so imbedded in mud at the bottom that it could not be removed. Nevertheless, construction of the cabin was successfully completed, though the Whigs found it necessary to station a guard to prevent further pranks.

The site of Fort Meigs was purchased from the United States government by Timothy, Tom, and Michael Hayes in 1848 soon after their arrival from Ireland. These three brothers preserved the historic areas while farming other sections until the State of Ohio bought the property in 1907. The home of Michael Hayes east of the Fort remains and is now owned by the Carleton Broers. The home of Timothy and Tom Hayes was moved to the southwest corner of Fort Meigs and West River Roads and has since been dismantled.

A reunion called for the survivors of the 1813 battles brought fifty-four veterans to the site in 1870. After acquisition by the State, a monument was dedicated at ceremonies held September 1, 1908. It was erected in memory of the Ohio, Kentucky, Pennsylvania, and Virginia defenders who died at Fort Meigs. The monument of



Fort Meigs Monument during dedication ceremonies September 1, 1908

granite blocks rose 82 feet high and weighed 322 tons. Resting on a foundation of 6,000 cubic feet of concrete, the base was 34 feet square and 16 feet high. From this the obelisk, 66 feet high, tapered from 6 feet square at the bottom to 4 feet square near the top, with a tip cut to a perfect point. Cost of the monument was $14,000. In 1923 the State of Pennsylvania commissioned a second monument at Fort Meigs in honor of the "Pittsburgh Blues" who participated in the battles.

The year 1838 marked the final negotiations with the Indians, for whom the Maumee Valley had long been their home. By virtue of the Maumee Treaty of 1817, they had relinquished claim to all territory in Ohio except for a few reservations. By 1838 there remained only a remnant of the once mighty Ottawas to be transported on the steamer Commodore Perry to Osage River country west of the Mississippi River.

The wide use of the canals brought an end to Perrysburg's days as an important river port, but the town continued to develop throughout the 1840's. In addition to the completion of the new court house and jail, considerable building took place. The first public grade school offered classes in 1846, and a high school was opened in 1849.

About the middle of the nineteenth century, the arrival in Perrysburg of a number of German immigrants brought to the community an infusion of hard-working, talented individuals. Included among those who came during this period were many whose descendants have played a prominent role in the Perrysburg area to the present day, such as the Schwind, Munger, Blinn, Hillabrand, Hoffmann, Amon, Ault, and Cornelius families, and others. These settlers were of the Roman Catholic faith, and their efforts led to the formation of the parish of St. Rose de Lima in Perrysburg.

Construction of a hydraulic canal along the bank of the river to furnish power for Perrysburg industries began in 1846. Starting near Buttonwood Island, it extended 5¼ miles, was 25 to 30 feet wide, and 4 to 6 feet deep; and it dropped one foot per mile. Taxation for its construction totaled $14,177.

By the end of the decade railroad development reached the Black Swamp. In 1850 the Junction Railroad Company was organized to run from Cleveland via Elyria, Sandusky, Port Clinton, Perrysburg, and Maumee to Swanton, where it would meet the Air Line branch of the Michigan Southern and Northern Indiana Road. Two years later it merged with the Toledo, Norwalk and Cleveland Railroad Company to form the Cleveland and Toledo Railroad. This later became part of the New York Central system.

North-south service was initiated in 1853, when the Dayton & Michigan Railway was organized. In spite of considerable opposition, Perrysburg Village and Township officials pledged $50,000 and $10,000 respectively toward this enterprise. The line was completed through Perrysburg in 1859, for the most part on the Third Street right-of-way. In 1863 the Dayton & Michigan Railway consolidated with the Cincinnati, Hamilton, and Dayton Railway, which in turn was purchased by the Baltimore & Ohio in 1910. An engine house and turntable were approved by Council in 1871 and were in use until destroyed by fire in 1896, when a depot was built on Third Street between Louisiana Avenue and Walnut Street.

The once-a-day service to Toledo provided by the railroad was the only rail connection between the two towns until 1894, when the Toledo and Maumee Valley Railway Company began operation of electric street cars, running every thirty minutes in both directions. The following year this service was extended to include Maumee. A car barn on the southeast corner of East Boundary at Front Street housed the vehicles. By 1925 buses operated by the Toledo Community Traction Company had replaced the street cars, although the car tracks remained on Louisiana Avenue for another twenty years.

TOLEDO MAUMEE PERRYSBURG
727
727

Maumee Valley street car

The first Perrysburg cemetery was located at the corner of Maple Street and Indiana Avenue, where for over twenty years the town buried its dead. When in 1849 the present Fort Meigs Cemetery on West Boundary was opened, the remains from the old burial site were moved there. The Catholic cemetery on Avenue Road was begun in 1872.

Chapter IV

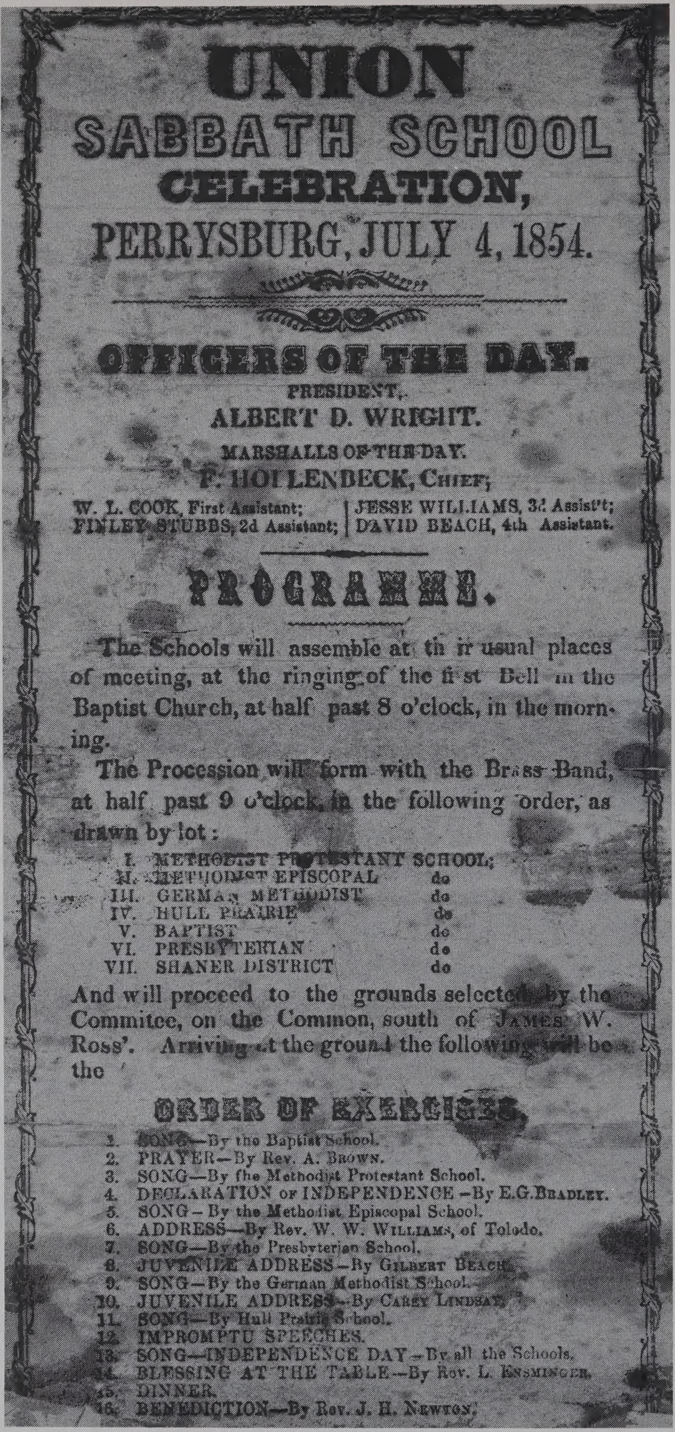
Years of Crisis

PERRYSBURG'S GREATEST CRISIS came in July, 1854. As has been noted, swamp fever, "the shakes," ague, and such diseases had been a continuous threat to those living in or near the Black Swamp. Worse yet, the summer of 1854 brought to Perrysburg and other Maumee Valley towns a cholera epidemic, and, unfortunately, such Independence Day celebrations as a church picnic and a civic ball helped to spread it.

As more and more people became infected, many of those who could left town. Of its nearly 1,800 population at the time, fewer than half remained in Perrysburg during the six-week siege. Business came to a complete halt except for caring for the sick, building coffins, and burying the dead. The bridge to Maumee was guarded to prevent any coming or going between the two towns.

Dr. Erasmus Peck and his partner, Dr. James Robertson, worked valiantly to treat the ill, but Dr. Robertson soon contracted the disease and died, leaving a wife and two small children. Among the more than 100 others who succumbed were Exchange Hotel owner Jarvis Spafford; Dr. Peck's mother, Mrs. Persis Peck; Thomas McKnight's widow, Rebecca Webb McKnight; Elijah Huntington; Mrs. Asher Cook; and many other prominent residents.

Coffins were made by Seth Bruce in the hall of the court house, and it was reported that no one was buried without a coffin. Dr. Peck, who owned a drug store, left its doors open day and night so that people could get what they needed. By mid-August there had been as many as 120 fatalities, and the neighboring towns of Grand Rapids, Waterville, and Providence had also been hard hit.



UNION
SABBATH SCHOOL
CELEBRATION,
PERRYSBURG, JULY 4, 1854.

OFFICERS OF THE DAY.

PRESIDENT,
ALBERT D. WRIGHT.

MARSHALLS OF THE DAY.
F. HOLLENBECK, CHIEF;

W. L. COOK, First Assistant;	JESSE WILLIAMS, 3d Assist't;
FINLEY STUBBS, 2d Assistant;	DAVID BEACH, 4th Assistant.

PROGRAMME.

The Schools will assemble at their usual places of meeting, at the ringing of the first Bell in the Baptist Church, at half past 8 o'clock, in the morning.

The Procession will form with the Brass Band, at half past 9 o'clock, in the following order, as drawn by lot:

I.	METHODIST PROTESTANT SCHOOL;	
II.	METHODIST EPISCOPAL	do
III.	GERMAN METHODIST	do
IV.	HULL PRAIRIE	do
V.	BAPTIST	do
VI.	PRESBYTERIAN	do
VII.	SHANER DISTRICT	do

And will proceed to the grounds selected, by the Commitee, on the Common, south of JAMES W. Ross'. Arriving at the ground the following will be the

ORDER OF EXERCISES.

1. SONG—By the Baptist School.
2. PRAYER—By Rev. A. BROWN.
3. SONG—By the Methodist Protestant School.
4. DECLARATION OF INDEPENDENCE—By E.G. BRADLEY.
5. SONG—By the Methodist Episcopal School.
6. ADDRESS—By Rev. W. W. WILLIAMS, of Toledo.
7. SONG—By the Presbyterian School.
8. JUVENILE ADDRESS—By GILBERT BEACH.
9. SONG—By the German Methodist School.
10. JUVENILE ADDRESS—By CAREY LINDSAY.
11. SONG—By Hull Prairie School.
12. IMPROMPTU SPEECHES.
13. SONG—INDEPENDENCE DAY—By all the Schools.
14. BLESSING AT THE TABLE—By Rev. L. ENSMINGER.
15. DINNER.
16. BENEDICTION—By Rev. J. H. NEWTON.

Union Sabbath School picnic program for July 4, 1854, first day of the cholera epidemic

The hero of the epidemic in Perrysburg and a man who contributed his energies to many other phases of public life was Dr. Peck. In addition to his medical practice of more than forty years and the already mentioned drug store, Dr. Peck operated a mercantile business, built a flour mill on the Hydraulic Canal, had a hardware store, helped to establish the town of Tontogany, helped to organize the Exchange Bank, was twice elected to the Ohio General Assembly, and was elected in 1869 to the United States Congress. With him in these many endeavors were a variety of local men. Following the death of Dr. Robertson, Dr. Peck's nephew, Dr. H. A. Hamilton, joined his medical practice and remained with him until the older man's death in 1876. The Pecks lived in the home built by John Hollister; the drug store was across East Front Street; the Peck-Hamilton Hardware Store was at the corner of Louisiana Avenue and Front Street; and the mill was opposite the end of Louisiana Avenue overlooking the river.

One result of the epidemic of 1854 was an attempt to change the name of the Maumee River to Grand Rapids River. Proponents of the switch apparently felt that the Maumee was noted primarily for the unhealthiness of the area, and they hoped to improve the the image by a substitution of names. At that time the name of the City of Maumee was changed to South Toledo, which did not last; and Gilead became known as Grand Rapids. This was the only permanent result.

A more basic approach toward making the area more healthful for those who lived there was under way in the form of plans for draining the swamplands. By act of the Ohio Legislature in 1850, the Wood County Commissioners had as early as 1853 authorized construction of twenty-six ditches and the cleaning of several creeks. Almost twenty years passed, however, before a major program of drainage got under way. From the fall of 1874 to 1881 the County invested $1,500,000 in roads and ditches. The most famous of the ditches, called the Jackson Cut-Off, was dug in 1878-79. Designed by engineer W. R. Gillis, this nine-mile-long ditch drained some 65,000 acres in four counties from the headwaters of the Portage River to Beaver Creek, a small tributary of the Maumee River. Even longer were the Toussaint Ditch, 22 miles, and Rocky Ford, 17 miles. By 1900, 896 ditches had been constructed in Wood County, and the Black Swamp had been transformed into a rich agricultural area. To achieve this, both public and private endeavors joined in creating what has been called possibly the greatest system of drainage in the world. The success of the system has been proved by the prosperity of the region during recent years and by the fact that it is practically impossible to comprehend now that the Black Swamp ever truly existed.

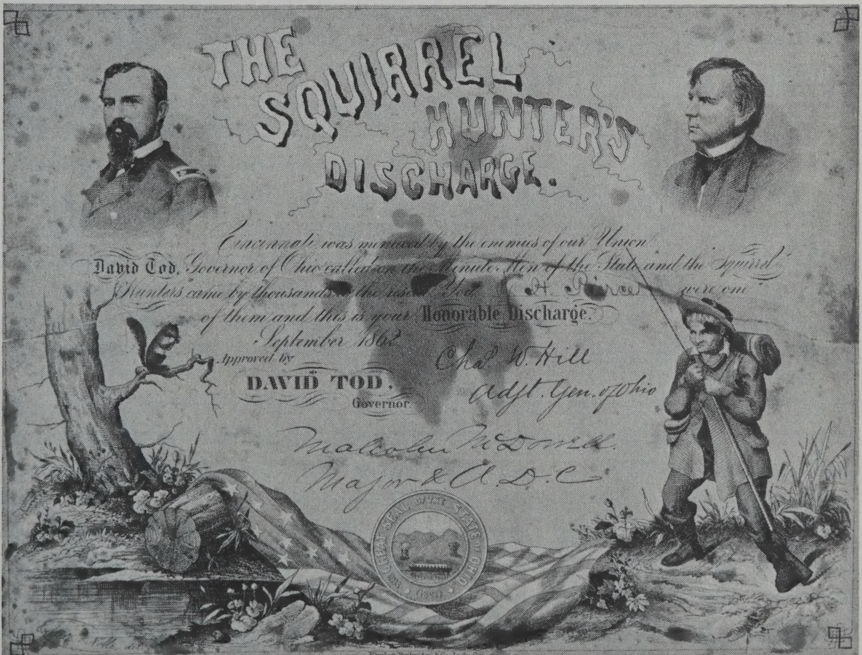
The unrest prevalent throughout the country prior to the outbreak of the Civil War had its participants among the residents of Perrysburg during the 1850's. In a small way Perrysburg was a part of the active underground railroad which operated across Ohio helping runaway slaves reach safety in Canada. The fugitive slaves were usually hidden during daylight hours in barns, with movement undertaken only at night. The building on Front Street just west of Louisiana Avenue, known best as the old *Perrysburg Journal* office, was a station from which slaves were taken to Maumee or Toledo.

The controversy over slavery and the impending withdrawal from the Union by the slave states filled the newspapers of the mid-century. In Perrysburg one who perhaps would have seemed to personify the deep concern of thoughtful men over the troubles of the nation was Asher Cook. Born in Pennsylvania in 1823, he had been brought to Perrysburg by his parents while still a small child. His father was a stone mason and plasterer, and he taught his son those trades. During construction of the Maumee and Western Reserve Turnpike and the Mad River Railroad, the young Asher Cook worked as a laborer, but his determination to educate himself led him to amazing accomplishments. He studied law with Willard V. Way and succeeded in gaining admission to the Bar in 1849. He was even more proficient in foreign languages, perhaps, than in the law and he read Latin, French, German, and Spanish. For two years he served as Prosecuting Attorney for Wood County, and in 1851 he was elected Probate Judge.

Throughout his earlier life, Asher Cook's political interests were with the Democrat Party, but he differed strongly with its equivocation on the slavery issue. As a result, he was a member of the Pittsburgh convention of 1856, at which time the Republican Party was established as a national organization. When the firing on Fort Sumter caused President Abraham Lincoln to issue a call for troops, Judge Cook recruited a company and served as its captain in the 21st Ohio Volunteers and later in the 144th O.V.I.

The first response to the call to arms in Perrysburg was the organization of the "Fort Meigs Rifles," which left April 27, 1861, on the steamer Belle for Cleveland. Service in the 21st Infantry was volunteered for only three months, but many re-enlisted at the end of that period, as the war gave evidence of being much more prolonged than had at first been expected. Among the 373 names listed in the roster of Civil War participants from Perrysburg Village and Township in the *Commemorative Historical and Biographical Record of Wood County,* many were wounded and 28 died either in battle or as a result of injuries sustained. One of the latter was Second Lieutenant Ara C. Spafford, great-grandson of Wood County's first settler, Major Amos Spafford.

The story has been recorded that four Perrysburg boys—Christopher Finkbeiner, Edward McMahan, Edward O'Connor, and John Croft—left school one day in November, 1861, and went to Stony Ridge to join an infantry company forming there. Each served throughout the war, but young Finkbeiner received wounds which resulted in the amputation of his right foot. John Croft was reputedly with the troops at Appomattox Court House, Virginia, when Confederate General Robert E. Lee surrendered to Union General Ulysses S. Grant. Edward McMahan was one of five McMahan brothers who served in the Union Army.


THE SQUIRREL HUNTER'S DISCHARGE.

Cincinnati was menaced by the enemies of our Union
David Tod, Governor of Ohio called upon the Minute Men of the State and the Squirrel Hunters came by thousands [illegible] the rescue. You J. H. Pierce were one of them and this is your **Honorable Discharge**.
September 1862

Approved by
DAVID TOD.
Governor

Chas. W. Hill
Adjt. Gen. of Ohio

Malcolm McDowell.
Major & A.D.C.

Squirrel Hunter's discharge of James H. Pierce, dated September, 1862

During the war an emergency was created when a Confederate army led by General E. Kirby Smith came as far north as Richmond, Kentucky, thereby menacing Cincinnati. Governor of Ohio David Tod called for volunteers from all over the state to protect the city, and more than 15,000 civilians journeyed to the threatened area. General Lew Wallace, chiefly remembered as the author of the historical novel *Ben-Hur,* supervised the defense plans with the unorganized citizens, armed only with their own weapons. This led to their being known thereafter as "The Squirrel Hunters." General Smith made no attempt to invade Ohio soil, so the volunteers, including R. H. Chubb, D. K. Hollenbeck, James H. Pierce, Ezekiel Tefft, and Parmer L. Tefft of Perrysburg, returned to their homes.

Perrysburg veterans of the Civil War organized the Wolford Post of the Grand Army of the Republic in 1879. Its name memorialized John Wolford, who was killed at Bull Run in August, 1862, the first Perrysburg soldier to lose his life in the conflict. His age at the time of death was variously recorded as fourteen or sixteen.

Soon after the close of hostilities on a national level, Wood County became engaged in a minor civil war of its own. As a result of the detachment in 1835 of the portion of the County north of the Maumee River to create Lucas County, Perrysburg was no longer a centrally located county seat. For some years the growth of the interior of Wood County had moved slowly because of the extensive swamp, but drainage improvements had encouraged an increasing number of farms. As the center of population shifted, agitation was begun to move the county offices to Bowling Green. A request submitted to the Ohio General Assembly at its 1865 session to authorize a vote on the proposed change of the county seat was approved, and the issue was on the October 9, 1866, ballot for determination by the voters of the county. Thus began what has been referred to since as the "Ten Years' War" in Wood County.

When the votes were tallied after election day, it was announced that the move to Bowling Green had been approved by 2,454 voters and opposed by 2,176. A suit brought by John Powers of Perrysburg caused a recount of the votes, and the second counting showed 2,390 for removal to Bowling Green and 2,265 against it. Further legal attempts to restrain the County Commissioners from carrying out the slim mandate of the voters were denied by the courts. In the meantime, Bowling Green citizens proceeded to obtain ground for new county buildings and in June, 1868, ground was broken for the court house there. In January, 1870, the Commissioners notified the other officials that offices were ready, and by April of that year they had moved the operation of county government out of Perrysburg.

An attempt to require another vote on the question failed in the 1873 session of the Ohio General Assembly, but in the following session it was approved. Therefore, a second vote on the issue was held in October, 1875, which resulted in a count of 4,826 for the Bowling Green site and 4,555 for Perrysburg. As may be readily noted, the total number of ballots cast on this heated subject—4,655 in 1866 and 9,319 in 1875—had a little more than doubled between the two elections. An increase in the number of eligible voters would, of course, have accounted for some additional ballots in the latter year, but at the time of the second vote, there were in all of Wood County only about 5,700 registered electors. It was determined that 1,616 ballots had been cast in Perrysburg over and above the maximum legally appropriate, leaving nearly 2,000 other ineligible ballots submitted elsewhere in the county.

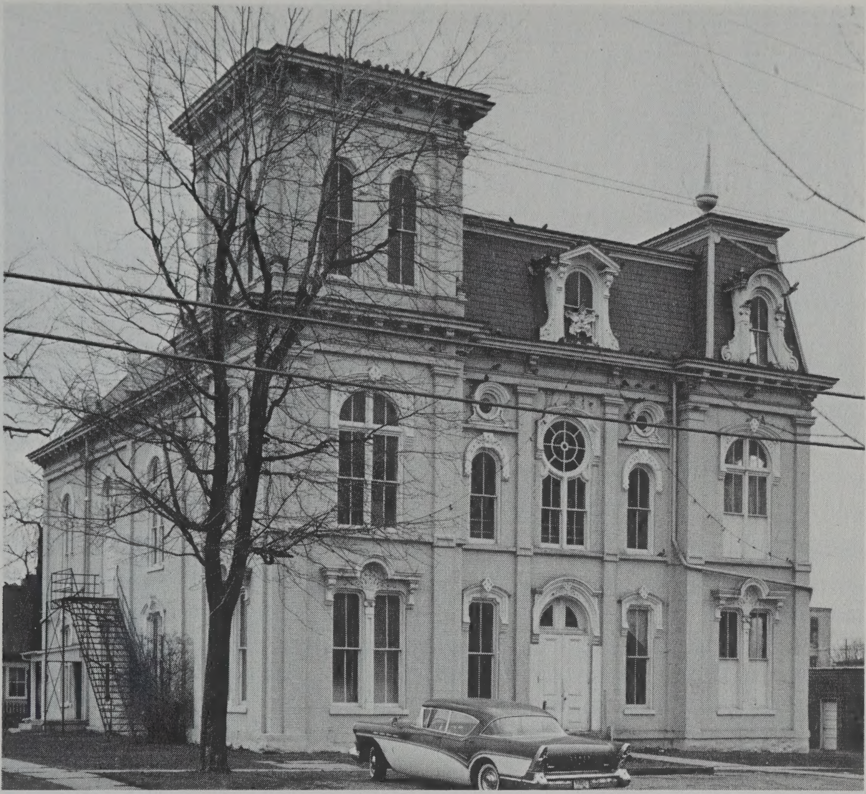
It took a long time for the smoke of battle to clear from this "Ten Years' War." The amount of space in the newspapers devoted to partisan comment was tremendous, and it was not for some years that Perrysburg residents could view the matter in other than the most serious terms. An item in the *Perrysburg Journal* for February 5, 1909, however, expressed in a humorous way the thoughts of the writer in 1875 and the editor later—

> "Time was when the mention of the old contest between Perrysburg and Bowling Green for the possession of the 'county seat' was the signal for a fight between the people of the two towns, but time's softening influence has worked its usual change in conditions, and we who were on the stage in that time, are older grown, and with age has come sufficient wisdom to enable us to see the comical side of that fight, and the following letter written by the late Henry E. Peck, of Perrysburg, to his brother-in-law, Wils. Robinson, of Akron, now residing in Perrysburg, will call to mind that great vote cast by Perrysburg:
>
> 'Perrysburg, Ohio, Oct. 17, 1875.
>
> 'Dear Brother Wils: Your telegram came to hand, but as we had not finished voting up here until last night, I deferred answering until today. According to the returns we are ahead on the county-seat question 270, at least we polled that many more votes than they were able to at Bowling Green.
>
> 'We got in only 3,016 votes and had to stop taking a great many more, as the ballot-box wasn't large enough to hold them. We, up here, can't see why the whole state should get upon their ears about

> our election. It has been fair and square as far as heard from, and of course a large vote has been cast. In fact, we got all the Quakers out this time which will account for a portion of it, and then the county has been setting up very fast, especially this end of it, and we made a great exertion to get out a full vote.
>
> 'Our Bowling Green friends were likewise diligent, and the result of it is that Wood county has more than distinguished herself. The only howl seems to come from out there, as they had got beaten at their own game, and now they raise a cry of fraud. Any one, of course, acquainted here, or had any relations here, knows that we are not that kind of people. Of course, the Bowling Green people propose to contest, but they will have to purify themselves first. The Toledo people, too, seem to be alarmed, as we have talked a good deal that in case we got beat that we would be better off to secede and join Lucas County, and they seem to think if that should ever happen that we might get another county seat fight and clean them out, on the vote, but they are so jealous and scare easily and we don't wish to hurt them.
>
> 'Even in New York City they seem to have heard of our troubles, and the Tweed ring want our election board to come on and take charge of their election returns if they can be spared, but they have promised to stay by us until this cruel war is over, as we may have to take another vote on the matter.' "

In the interim between the two votes, on April 23, 1872, a fire dealt a blow to Perrysburg adherents when it destroyed the abandoned court house at Walnut and Indiana Avenue. Prominent citizens, hoping still to regain the county seat, determined to rebuild, and in May, 1872, they authorized a contract in the amount of $13,469 for construction of a new court house building. With the second defeat at the polls, it was recognized that this edifice would never house the county government, and it became known as Township Hall, when Perrysburg Township offices were installed on the ground floor. An auditorium on the second floor served for many years for the performance of entertainments, and when the Louisiana Avenue schoolhouse burned in 1894, classes were held there while a new school was erected.

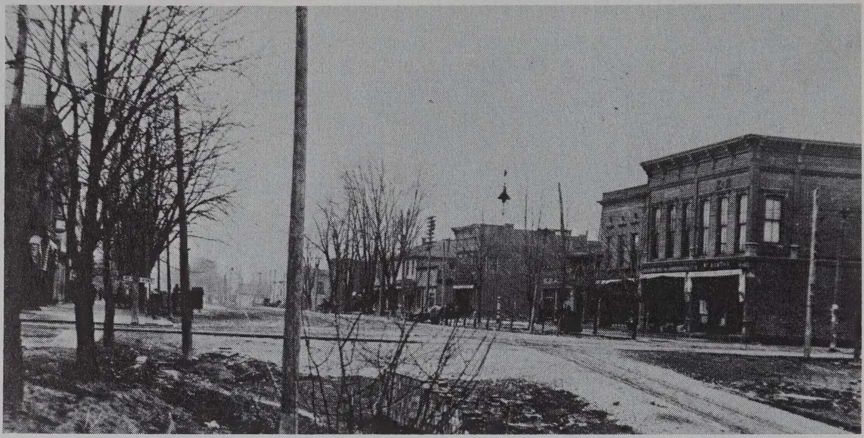
After World War II the upper floor became the headquarters of the Bee-Hive, a recreation program for high school age residents, administered by Community Recreation, Inc. When the Township built a new fire station and office building at Lime City in 1962, the City Council purchased the Hall, and plans were being developed for preservation of its historic aspects as well as improvement of its facilities for the Bee-Hive and for meetings of other local organizations. Then, on June 25, 1963, within hours of a planned dance,



Township Hall, built in 1872, razed in 1963

the second-floor ceiling collapsed, and the damages were so great that it was decided to raze the structure. On its site the new Perrysburg Municipal Building and Jail were constructed, with dedication on May 16, 1965. The village offices, which were first housed over the Spink & Company store on Louisiana Avenue in 1833, when John C. Spink was elected mayor, had been from 1903 until 1965 on the second floor of 111 West Second Street with the Police Department and Jail below.

Movement about the streets and sidewalks of Perrysburg presented a challenge much of the time before the modern day of paved walks and roadways. From the time in June, 1832, when Wood County Commissioners authorized the "paving and flagging" of the walk in front of the court house, there was a slow progress, but in the meantime boots were in order. In 1844 Council specified



Louisiana Avenue south from river bank about 1900

that landowners provide sidewalks of brick, stone, or plank. They further pinpointed how the latter type should be constructed in 1852, as follows:

> " . . . oak planks two inches thick, twelve feet long, and sixteen inches wide, to be laid lengthwise and nailed to four-by-four stringers at each end and in the center; walks to be four feet wide in front of residences and six feet wide in front of business houses."

Jaywalking was not a problem then, as ditches prevented crossing the streets anywhere except at corners, where culverts covered the ditches. Council authorized a storm and general sewer along Louisiana Avenue on the west side from Seventh Street to between Indiana and Third Street in 1906, at which time the old elm tree, which had necessitated a slight jog in Louisiana at Fifth Street, was removed. The 1816 survey of the town had provided that main streets be six rods (99 feet) wide, and one of the notable features of Perrysburg has been the breadth of its thoroughfares.

Traffic problems came early in one form or another. The *Perrysburg Journal* of May 16, 1902, carried the following proclamation of Mayor J. M. Brown:

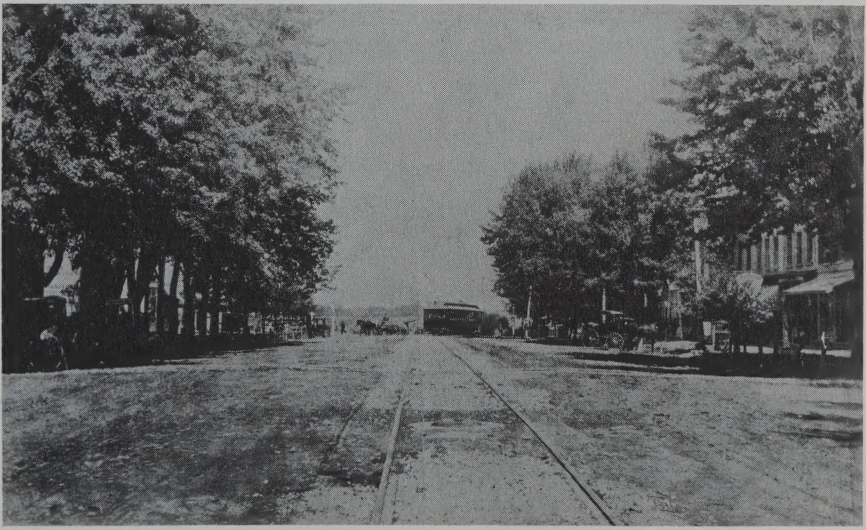
> "To all whom it may concern:
>
> In view of the fact that the village now has a damage case in court, and that the prospects are very favorable for other damage cases in the near future, the ordinance prohibiting persons from tieing [sic] cows on the streets and walks of said village will be enforced, and the city marshal has been instructed to look after the matter at once. Owners of cows will take notice and govern themselves accordingly."

Then came the day of the "benzene buggies," as Editor E. L. Blue referred to them, and it seemed that Perrysburg was a favored destination for "speeders" from Toledo. An announcement in the *Journal* of July 13, 1906, under the headline *Ten Mile Limit* described the carefully contrived plan to control the situation. It read as follows:

> "Perrysburg people are tired of being driven off the streets by reckless drivers of automobiles and on Sunday last Mayor Bowers and the police force put the new ordinance into execution. Officers were stationed at both ends of Main street (Louisiana Avenue) in town, and when a car was coming at a rate exceeding ten miles, the officers blocked the way."

On Front street a distance of exactly one-half mile was measured off, and telephones were installed at either end. When a car passed either way, the time was called to the other end, where the officer held a stop-watch. If the car arrived in less than three minutes, a telephone pole was swung across the street to stop the car, and its driver was then taken to see the mayor. The ordinance provided a penalty of up to $50 fine.

In 1912 both Second Street and Louisiana Avenue were covered with brick pavement, the latter being 80 feet wide north of the railroad crossing (Third Street) and 60 feet wide south to Sixth Street. The street car tracks remained down the center of Louisiana Avenue long after buses had taken over transportation to and from



Louisiana Avenue north from Second Street about 1900

Toledo. As the number of automobiles increased and with that the demands for more parking space, drivers began to park their cars on the tracks in the center of this broad avenue. This situation resulted in a refusal from the State of Ohio for funds to pay for improvement of the street. Mayor Bowers issued a directive in 1925 forbidding such parking, but the matter was not settled conclusively until 1946, when Council passed an ordinance to that effect.

Fifth Street was paved in 1919, followed in 1927 by Sixth Street. The first traffic signals were installed in 1927, too, at Indiana and Louisiana Avenues and at Front and Louisiana, the result of a fatal accident at the first intersection. In the meantime, the much criticized West River Road was widened and paved in 1924. The portion of Seventh Street from Louisiana Avenue west to Findlay street (then U. S. Route 25) was covered in 1929.

After 145 years Perrysburg's one-mile-square boundaries were changed in 1960 with the annexation of a residential section which had developed south of town. At that time city limits were extended between McCutcheonville Road and the Dixie Highway south to Eckel Junction Road, excluding a small section called the Gorman View Addition. Also in 1960 the decennial federal census reported a population for Perrysburg of 5,519, thus qualifying it for status as a city under Ohio law. A commission composed of fifteen residents presented a city home rule charter for approval by the electorate at the November, 1960, election and it was passed. The resulting changes in municipal government took effect as of January 4, 1961.

Two other major changes also came in 1960. A one per cent payroll income tax, adopted by City Council on May 24, 1960, and challenged by a referendum petition, was passed by the voters at the November election. Employment of the St. Louis planning firm of Harland Bartholomew Associates to study the town and present a master plan of suggestions for orderly growth took place that year, too.

The Gorman View Addition petitioned for annexation and was taken into the city in January, 1961. Four years later the west boundary of the city was extended to Fort Meigs Road in part including the cemetery and the Fort itself in the municipality.

Chapter V

Crimes and Fires

MAJOR CRIMES were infrequent in the area, but from the day of Joshua Chappel, constable in 1819, and John Webb, Wood County's first sheriff, violence has been recorded in several instances. The first occasion, which pre-dated these appointments, took place in 1815. Levi Hull, an Orleans resident, went to drive in the cattle, which had been grazing on the future site of Perrysburg. When he did not return home, a search party investigated and found his body shot and scalped on the grounds where the First Methodist Church now stands. Another of the earliest settlers at Orleans, Samuel Ewing, lost his life in 1822 after an assault by John Lewis in a tavern near Roche-de-Boeuf (west of Waterville) operated by Isaac Richardson. In one of Wood County's first trials, Mr. Lewis was convicted of manslaughter and was sentenced to three years' imprisonment, but he escaped from the jail in Maumee and was never seen again.

The tavern-owner, Isaac Richardson, had been in court twice in 1820 on assault charges. Ten years later he was murdered by a former employee, George Porter, to whom he reputedly owed wages which he refused time after time to pay. Mr. Porter was jailed in Perrysburg by Sheriff Webb until his execution by hanging on November 5, 1830, at the foot of Fort Meigs near the south end of the present Maumee-Perrysburg Bridge. Spectators came from far and wide to watch the proceedings.

The theft of Elijah Huntington's $400 one night in 1828 was the cause of considerable consternation. The money had been kept close at hand pending the purchase of land to be offered for sale. The morning after the disappearance of the cash, the only clue to be found was a hickory club which had been whittled down for a handle at one end. When, after much deliberation, no solution to the crime had been discovered by those in authority, Mrs. Huntington almost burned up the one piece of evidence! Fortunately a guest in their home snatched the club from the fireplace, and in due course shavings were found which matched the club handle and brought the culprit to light. He, however, escaped to Canada before trial.

The following news item from the *Ohio Whig* for May 18, 1839, told of another theft:

> "Spafford's Exchange was entered by a thief last night and robbed of a lot of uncurrent and counterfeit bills, some 36 dollars; and two or three dollars in change were taken from the drawer, also several keys were stolen, a fur cap, a rifle and a double-barrelled fowling piece, both with plain steel mountings . . . "

The death of John Knowles in 1839 proved to be a true story of arsenic and young lace. This long-time resident, having at an advanced age married a young and attractive woman, soon found his life disrupted by tirades from his wife's tongue and stomach aches from her cooking. Within a couple of years he was dead, and sizable quantities of arsenic were found to have been the cause. The report of the ensuing prosecution of the wife included in Hezekiah Hosmer's reminiscences quoted in the *Commemorative Historical and Biographical Record of Wood County* attributed Mrs. Knowles' acquittal to " . . . nothing but the fact that she was a young and rather good-looking woman . . . " The trial, since it took place during the period when the new court house was under construction, was held in the Presbyterian Church.

Over the years such unfortunate occurrences as these would occasionally be repeated in one form or another, but when a gun battle erupted on the streets of Perrysburg in the early morning hours of December 28, 1905, the citizenry had its sense of security rudely shaken. Village Marshal Frank Thornton had received the information that five "bad-looking" men were in town, so he and a deputy investigated. They found the five strangers, who were indeed dangerous in appearance, at Krauss' Restaurant, and the Marshal informed them that they could spend the remainder of the night in jail. At that point the men began shooting, and the Marshal was mortally wounded, dying on January 5, 1906, in Toledo Hospital. A reward of $1,000 was offered for the killer, and two of the gang were eventually apprehended—one to receive a sentence of one year at hard labor, the other eighteen months.

As the town grew and progress demanded additional services to be provided its residents, village officials faced more and more problems. Within a period of less than thirty years, from the early 1870's to 1899, this progress saw the beginnings of street lighting, first by oil, then by gasoline, by natural gas, and finally by electricity. Construction of William Witzler's power plant at Walnut and Third Streets at the end of the century provided a source of sufficient electricity for domestic use as well as municipal.

Before the installation of lights by the village, the streets had been completely dark until some of the businessmen erected lampposts in front of their stores. These showed the desirability of such illumination, and the town followed suit, assigning the town marshal to make the rounds fueling and lighting the lamps in addition to his chores of rounding up wayward cows and pigs, not to mention law enforcement. By 1877 the nightly burdens had become too numerous, so a man was hired especially for the job of caring for the street lights. The safety and welfare of residents remained in the hands of the marshal until establishment of the Perrysburg Police Department in 1941. Chief Ross Enright has headed that Department since then.

The dangers of fire were ever-present, and Perrysburg's history has been punctuated by the ravages of several. A December 8, 1838, blaze which destroyed the Law, Freeman, and Stetson building resulted four days later in an ordinance by the Village Council establishing a Fire Department and authorizing $150 for equipment. A chief and four wardens were appointed, and the town was divided into four sections by Indiana and Louisiana Avenues. Volunteers were enlisted for each section, and the wardens were required to make an inspection of all fireplaces, chimneys, stoves, and stovepipes in their sections every two months. No activity of note has been recorded for the fire-fighters from then until April 4, 1845, when the tin shop owned by C. D. Woodruff caught fire, and the Wilkinson Block at the southeast corner of Front Street and Louisiana Avenue was destroyed, along with the home of B. F. Kirk.

It was the 1870's however, which saw the greatest losses from fires. First came the conflagration of April 13, 1872, which took the abandoned court house at Walnut and Indiana Avenue, plus the Hitchcock Stave Works and the home of a Mrs. Fredericks. This loss prompted the purchase of a steam engine, the "Mohawk," for the Fire Department and the equipping of two full companies of men. In the fall of 1874 the factory building on Front Street occupied by Van Vleck & Son burned, and on October 14, 1875, the Presbyterian Church at the present Indiana and Louisiana Avenues site of Way Library was destroyed.

A story, which may be apocryphal, has been recorded about this last fire. It was told that emotions concerning the removal of the county seat to Bowling Green were at a fever pitch with the second vote on the issue having just been held. It was rumored locally that some in Bowling Green wanted the bell from the tower of the former court house to use in the new building at Bowling Green. Since Perrysburg supporters had not agreed to relinquish it, stories were spread that some stalwarts from the south had threatened that they might just come up some night and get the bell. It was agreed, therefore, that if the "invasion" occurred, the fire whistle would be sounded to arouse Perrysburg to the defense of the bell. So the whistle did sound the night of October 14, and the citizens thronged to the site of the newly built structure which had replaced the burned court house in the hope of the return of county offices. While the people responded to the supposed threat, a block away the Presbyterian Church burned to the ground.

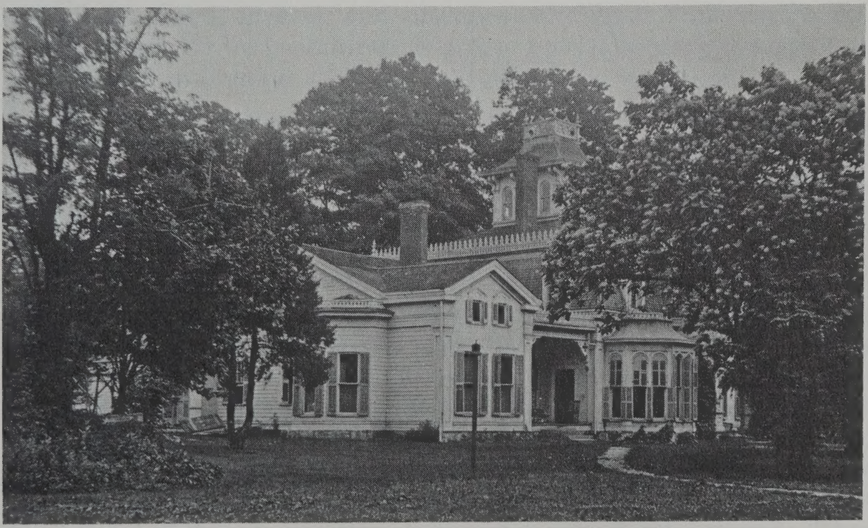
Another interesting anecodote concerning a fire of an unspecified date was included in Ray Bayer's "Memories of Perrysburg Recalled by a Citizen" in the July 2, 1948, issue of the *Perrysburg Journal.* Mr. Bayer enumerated business houses he could remember along the west side of Louisiana Avenue, and he noted that a fire had broken out one night along there in Knerr's Shoe Shop. Firemen moved what tools and equipment they could salvage into Charley Bayer's Implement Store next door. The following day Mr. Bayer offered Mr. Knerr space to work until he could set up shop in new quarters. Mr. Knerr accepted the hospitality and proceeded to repair shoes in the front of Bayer's Store for the next seventeen years and then retired.

It was on May 24, 1894, that the school building on Louisiana Avenue burned during the early morning hours. Fortunately it was near the end of the school term, and construction of a new school was started almost immediately. Until it was completed high school classes were held in the Township Hall.

The new century brought some of the town's most disastrous fires, and the earliest ones emphasized the need for more modern equipment. On September 7, 1902, the Perrysburg Flour Mill on the riverbank was completely destroyed. Less than two months later the Fitzgerald Building, housing E. R. Trombla's undertaking establishment, burned to the ground. Some two years later, on December 6, 1904, the Champney Block on Louisiana Avenue fell victim to flames, and it was only good fortune which saved neighboring buildings.

The era of improved fire-fighting equipment began in Perrysburg in 1919, when the first motor truck was bought for the department. According to long-time Fire Chief Arthur Williams, when he had first become a volunteer in 1903, the mode of transportation was to hitch the small, hand-pumped water cart either to "Bill Mills' dray team or to a horse from Jim Cook's livery stable." All too often when the cart did get to the scene, the men were unable to get sufficient water from it to make any impression on the blazes.

The number of lovely old homes remaining in Perrysburg indicates the somewhat surprising blessing that more of them were not burned or otherwise destroyed. Such was not the case with what was the town's first fine home, that built in 1823 by John Hollister and later owned by Dr. Erasmus Peck and by the Sidney Spitzers. It became known during the thirty years it was the home of the latter as Horton Hall. Facing Front Street just east of the end of Louisiana Avenue, this domestic landmark of Perrysburg was the home of Mr. and Mrs. John Halsted when it burned



John Hollister's home, built in 1823, burned in 1940 on July 28, 1940. The house built in its place by the Halsteds and now occupied by the Horace Orsers graces the setting and continues the tradition of that site as a focal spot of downtown Perrysburg.

Men who have served as chief of the Perrysburg Fire Department since its reorganization in 1872 have been as follows: James Charles (1872), James LaFarree (1873), James Tyler (1873), John Hoffmann (1876), James Fleming (1878), James Timmons (1880), Nathaniel Tefft (1882), Harry Wilds (1888), Chris Hartsing (1891), John Thornton (1896), Chris Hartsing (1896), William Mills (1902), Russell Schaumloeffel (1910), Arthur G. Williams (1910), Leonard G. Roberts (1952-).

Chapter VI

A Short History of the Perrysburg Schools

BY

DONALD D. CANFIELD

IN STUDYING the history of any American community, it is remarkable how very soon one discovers comment about the community schools. Almost always the comment is matter-of-fact, terse, and straightforward, as though the writer and those of whom he wrote took it for granted that education was a basic necessity in a democracy. Then, too, it is likely that the hard, rough life of our first citizens—their constant battle with their environment of cold, heat, flood, insects, and disease—reinforced their desire for an education for their children in order that succeeding generations be better able to cope with the unfriendly environment.

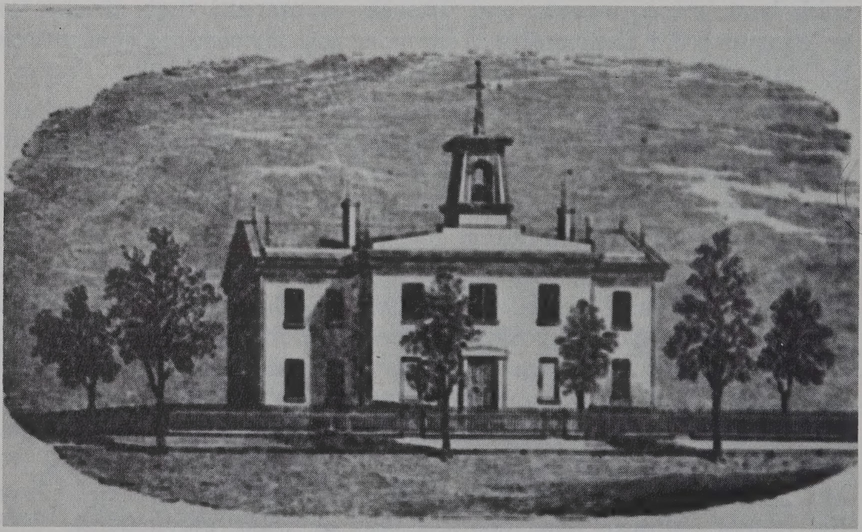
An early historian, writing of this particular area, said, in effect, that there were only two months of the year fit to live in, September and October. By then the rank heat had subsided; the flies and mosquitoes were gone; and the snow and cold had not yet come. These were the school months.

The first school of any record in this area was situated at or near Fort Miami. It was, of course, supported privately. Since Orleans was centrally located between Maumee and Perrysburg settlements, it was natural that one of the earliest schools should have been held there, and Mrs. Amelia W. Perrin, a very early Perrysburg resident and the daughter of Captain Jacob Wilkinson, described in her reminiscences that it was about half way up the hill between the Fort and the river. Mrs. Perrin told also of how the school children used the old Fort as their playground. This was, doubtless, the oldest school of record in the present Wood

County. Several of the homes in Orleans and perhaps this school were built from timbers and planks salvaged from barges used to float troops and supplies down the river from Fort Wayne and Fort Defiance to Fort Meigs. Mrs. Perrin listed three early teachers in her memoirs—the Rev. H. P. Barlow, Thomas W. Powell, and a Miss Brown of Perrysburg. Isaac Van Tassel in the second volume of his *Toledo and the Sandusky Bay Region* said, "Victor Jennison taught school in the Fort Settlement in the winter of 1816-1817."

Unfortunately for this history it can not be determined definitely where Perrysburg's earliest schools were located. Some of the older citizens say that school was held for a time in a building near the corner of Elm and East Front Street, where the new savings and loan building has been built this year. Others report that school was held for a time in a building across from the Methodist Church on West Second Street. Records also mention a "select" school held in the old court house. There is also a dim record of a school held in a room of the original Presbyterian Church.

In 1849 the "select" school had ceased to be the prime educational facility in Perrysburg. On June 13 voters (only men, remember) passed Perrysburg's first bond issue of $1,600 for a graded common school which all the village children could attend. The building was constructed on Louisiana Avenue between East Indiana and East



Perrysburg Union School, built in 1849

Fifth Streets. It was a two-story frame building, 60 by 90 feet, with a modest bell tower in the center. It was a building of which Perrysburg was very proud, even though a few folks thought it to be quite far away from the center of town. (It was also reported that during the summer months it served as a sort of hotel for tramps and transients.)

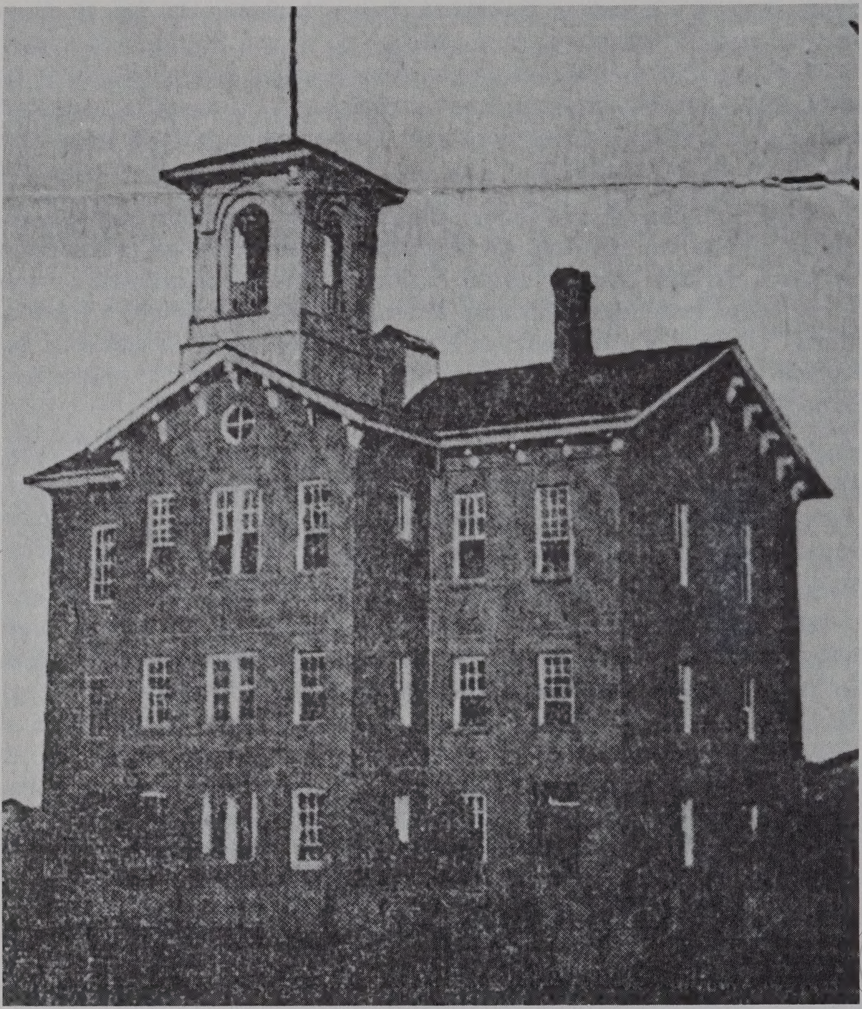
Albert D. Wright was superintendent of this first common school. He had able teachers and an ambitious educational program. One of his staff was Edward Olney, surveyor and mathematician, who practiced surveying in this area and maintained an office in Perrysburg. He was a graduate of the University of Michigan and an author of textbooks in mathematics. Olney School in northeast Wood County was named for him.

Superintendent Wright established a school term of 44 weeks. The course of study for the high school included algebra, geometry, surveying, orthography, elocution, rhetoric, universal history, bookkeeping, science of government, mental philosophy, moral philosophy, composition, declamation, Latin, and Greek.

There is no record of any graduate from this particular high school era, nor will we hear of any until seventeen years later when in 1866 three young ladies received diplomas. With one of these three, Anna Beach, I was personally acquainted. Miss Beach, a maiden lady, lived with her sister, Eugenia Beach Chapman, at the southwest corner of Louisiana and West Fifth Street. Mrs. Chapman, a graduate of the class of 1873, taught in the Perrysburg elementary schools for nearly fifty years.

In 1868 the school building was remodeled to care for the increasing number of new students. With a bond issue raising $4,000, a third story was added, a substantial bell tower was built, and the entire structure was faced with brick. The building now contained six classrooms, two recitation rooms, a laboratory, and a superintendent's office. On May 24, 1894, a fire destroyed the building. It likewise destroyed all the school records except for one small box which was saved. It, too, eventually disappeared leaving only personal memoirs and sketchy newspaper accounts on which to build a history of the educational system prior to 1894.

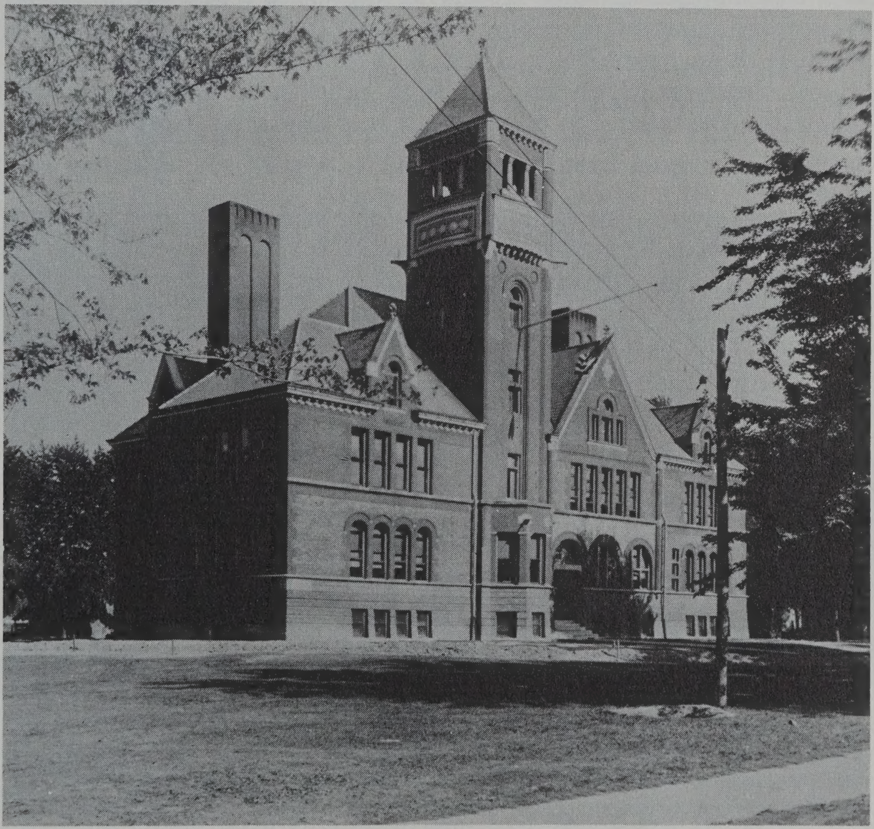
With an appetite for good schooling, Perrysburg voters quickly bonded themselves for $20,000. Insurance in the amount of $10,300 added to the bond money was sufficient to construct the main part of the present Louisiana Avenue building. Those of us who knew



Perrysburg School after remodeling in 1868, burned in 1894

the building as it was originally remember the third floor auditorium with the opera-type seating and the 80-foot high bell tower with its bell rung from the superintendent's office six times daily—twice in the morning, twice at noon, and twice daily to call students in from recess. The building was heated by coal-fired hot air furnaces. There were few times during the days in the winter when the temperature of the rooms was exactly right. Those times would be when the temperature was changing from too hot to too cold or vice versa.

The bell tower was, of course, off-limits to students, but the rule was honored in the breach rather than in the observance. From the top of the tower, one had a most breathtaking view of a lovely tree-clad village. Recollections are that through the years the various stages inside the tower were conquered by a variety of students in their clandestine climb to the bell platform. I remember reports of but two or three girls who ever made the trip, but there could have been more. This bell platform served as a take-off point for the final ascent through the hatch to the roof of the tower and thence to its peak. There on several dewy May mornings waved the flag of the class of '85, or '90, or '06, or '12, as the case might be. This in spite of the sternest warnings of the school fathers that any student caught in such activity would be summarily expelled.

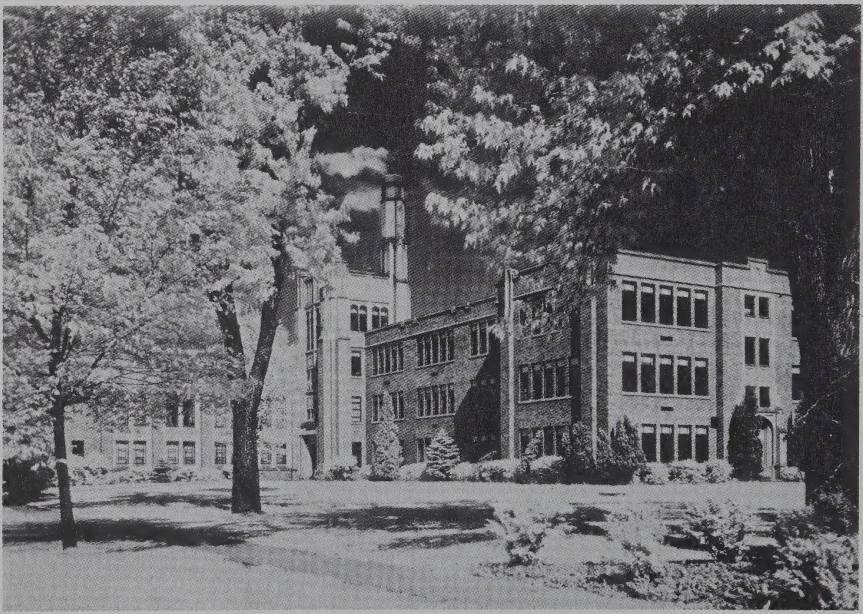


Louisiana Avenue School, built in 1894

A drilled well supplied the school with excellent water. The pump stood to the left of the sidewalk about half way to the street. Every room was supplied with bucket and dipper, and every morning some urchin saw to it that the bucket was filled with fresh water.

The school sat in a great grove of maple trees, and double rows of trees lined every sidewalk around the building, as well as the alley behind the school. Across the alley was the common where the boys played baseball and football, and this was where the medicine shows and the tent drama shows used to hold forth for a week during the summer. Later, during the Chautauqua era, the big tent was a part of the summer scene.

The 1894 school building served as both grade and high school until 1916, when a two-story ell with basement was added to the rear as a high school wing. The latter contained a gymnasium, shop, laboratory, commercial room, large study hall, and six classrooms. During these years Perrysburg accepted students from nearby school districts which had no high schools. Ohio's compulsory education law went into effect about this time, and it required that



Perrysburg High School, 1930-1964, now the Junior High all Ohio children must either attend school until their eighteenth birthday or graduate from high school, whichever came first. These factors, along with natural population increases, demanded more school space.

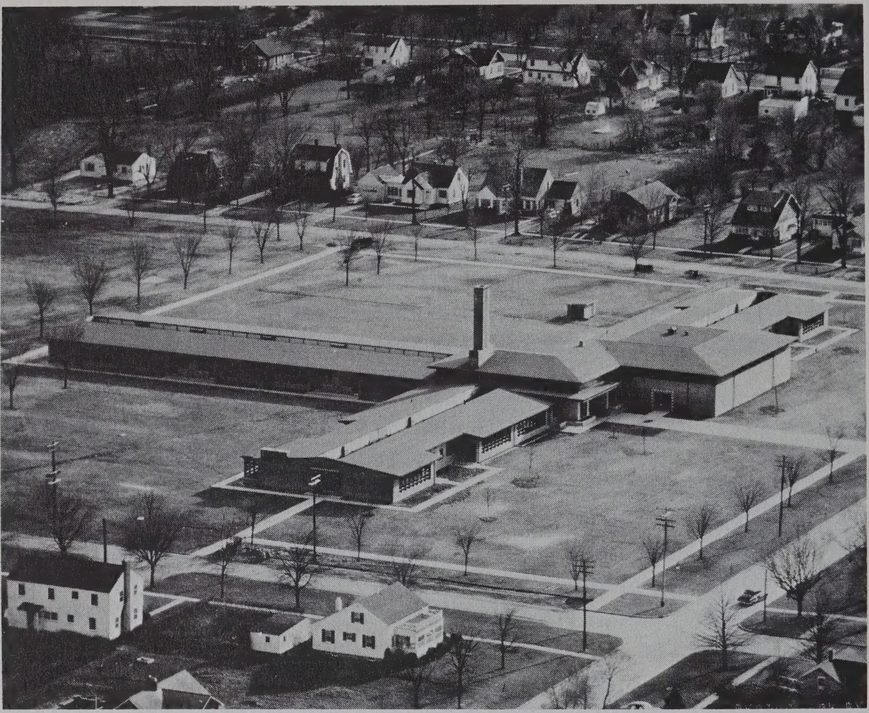
A bond issue in the amount of $225,000 was passed by the voters in 1930. Architects were engaged, one of whom was Harold H. Munger, P.H.S. class of 1907, and the new high school, built on the site of the old common, was ready for occupancy in September, 1930. I believe that the class of 1930 used the auditorium of the new high school for its graduation in the spring of 1930. The former high school wing now became the junior high school area.

Since 1948 when the population explosion began to make itself felt in Perrysburg, the people have faced up to every educational challenge successfully. For two years, 1950 and 1951, the school population increased by almost twenty per cent each year. The weather also took a hand in the proceedings. In March, 1948, a tornado of moderate force roared through Perrysburg tearing off nearly a quarter of the slate roof of the Louisiana Avenue building and completely destroying the school bus garage at Elm Street and the railroad. The Board of Education debated long as to whether they should repair the old school building or tear it down. Because of the very substantial condition of the building, the roof was repaired and plans were laid to rehabilitate the building for classroom use.

Some will remember the afternoon of the big wind. At the high school everything was in readiness for a carnival, but in a very few minutes the gymnasium was a mess. The implosion riddled the decorations, broke windows, and created general havoc.

In 1948 the need for space for industrial arts and vocational agriculture became pressing. Hearing of a frame barracks building declared army surplus at Baer Field, Fort Wayne, the Board of Education bid the building in at $9,000, had it dismantled and moved to Perrysburg. It was reconstructed on the site of the present junior high fieldhouse. As a shop it served its purpose well until the fieldhouse was built. Then it was moved to the athletic field as a squad house.

Ground was broken on July 6, 1950, for the new Elm Street Elementary School at the southeast corner of East Seventh and Elm Streets. A $387,000 bond issue had been passed for this purpose in 1944, but soaring construction costs following World War II made it



Elm Street School, completed 1952

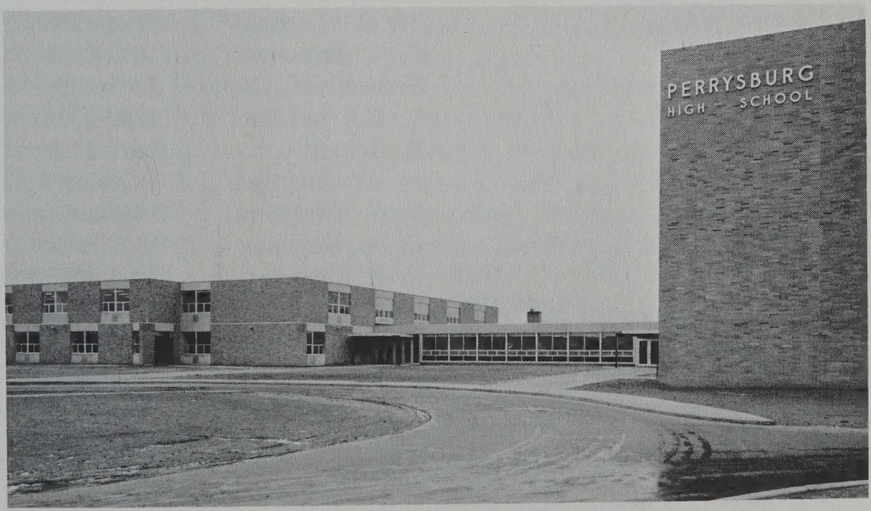
necessary to pass a supplementary issue of $500,000 in 1949. The new building was occupied in March, 1952, and by the end of the year enrollment increases called for still more classroom space.

The Louisiana Avenue building had then been unused for several years, and in 1952 and 1953 a major overhaul was done on it in order to renovate it for continued service. The tower, which was becoming shaky, was removed, as was the third floor. Then, with an added sum of $125,000 approved by the voters in 1953, the plumbing and heating systems were rebuilt, the double central stairway with its solid oak bannisters (down which generations of youngsters had slid) was removed, and it was replaced by a single stairway. I recall that the gable construction of the third floor made many cubby holes and hideaways which students sometimes used for purposes for which they were not exactly intended. When the roof rafters were down and on the ground, I noted one on which was marked in chalk "This bar open from 10 to 10:45 daily."

In 1955 land was purchased and plans completed for the elementary building at the northwest corner of South Boundary and Pine Street and for new physical education facilities at the high school. A bond issue for $800,000 was passed in May, 1956, for these purposes. The Pine Street Elementary School was completed and occupied on January 13, 1958. The fall of that same year saw the completion of the fieldhouse at what was then the high school and is now the junior high.

PINE STREET
ELEMENTARY
SCHOOL

Pine Street School, completed 1958



Perrysburg Senior High School, opened 1964

Even before 1960 the population surge had begun to be very evident at the junior and senior high levels. Before too long it would have become necessary to go to half-day sessions at those levels unless added facilities could be provided. In May, 1962, voters were asked to approve issuance of $1,800,000 in bonds for a modern high school on East South Boundary. They did approve, and the building was constructed and occupied by February, 1964. A gala dedication ceremony was held on the evening of April 26 of that year.

In 1866 three young women graduated from Perrysburg High School. Fifty years later in 1915 a class of fifteen was graduated. One hundred years later a class of 160 received diplomas. During the first fifty years, a total of 160 students had graduated here, exactly the same number that graduated in ceremonies in 1965. During the second fifty years, 3,670 students had received diplomas, for a total of 3,830 alumni during the century.

So ends the recounting of the outstanding events of school history in Perrysburg. Many details have not been included, but the most important ones have been given their place. The minutes of the Board of Education since the superintendency of I. N. Saddler in 1894 are complete and on file in the office of the clerk of the Board. John S. Rinehart in his annual report of 1948-1949 gave a brief summary of the first hundred years of the public schools in Perrysburg, which included the following listing of superintendents:

Albert D. Wright	1849-	J. H. Scott	1883-1884
Edward Olney		W. S. Kennedy	1884-1885
F. Hollenbeck		C. T. Bateman	1885-1887
J. F. Smith		Samuel M. Dick	1887-1889
D. E. Wells	1853-	I. N. Saddler	1889-1894
W. H. Allen		E. Ward	1894-1896
I. W. Phillips		H. J. Gaertner	1896-1897
S. H. Cornell		F. G. Cosgrove	1897-1901
Smith Motley		D. A. Haylor	1901-1904
J. S. Ellis	-1865	C. E. Steinbaugh	1904-1908
J. W. Ewing	1865-1867	D. A. Haylor	1908-1914
John Barton	1867-1870	Ralph L. Cole	1914-1916
James O. Troup	1870-1871	J. A. Nietz	1916-1921
Chauncey P. Taylor	1871-1876	C. B. Riggle	1921-1935
A. G. Smith	1876-1878	E. D. Jarvis	1935-1948
Thomas A. Hubbard	1878-1879	John S. Rinehart	1948-1956
George B. Boone	1879-1882	Robert M. Pierson	1956-
W. S. Haskell	1882-1883		

Chapter VII

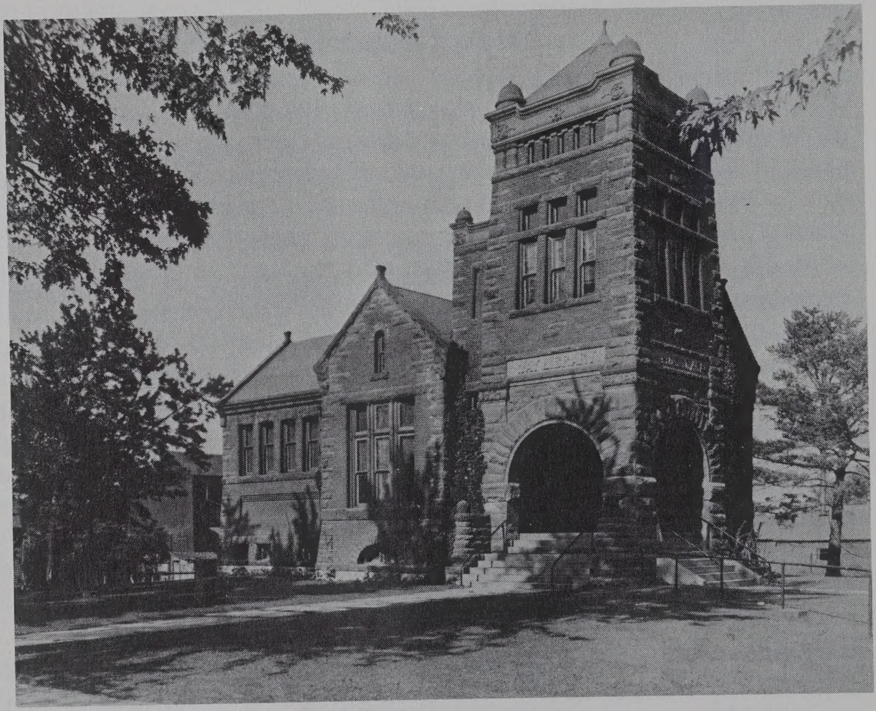
Benefactors

THROUGHOUT THE HISTORY of any town, progress is aided by the endeavors of a certain few of its leaders. Certainly Perrysburg has had a generous number of men whose vision brought forth a steady development in its civic, educational, and religious institutions. One of the foremost of these was Willard V. Way.

During the 41 years he spent as an attorney in Perrysburg, from 1834 until his death in 1875, Mr. Way was regarded as a man of substance in the community, and by some he was regarded with considerable antipathy. While participating in civic affairs as councilman and mayor, as county prosecutor, and as a member of numerous boards, he was criticized frequently for being unduly penurious. This facet of his character was hardly surprising in view of his years of effort to educate himself and in view of the fact that he had once had to go into bankruptcy. At any rate, it came as quite a revelation, when, after his death, it was learned that he had left most of his possessions for the benefit of his adopted town.

To the Perrysburg High School was left the sum of $5,000, the interest from which was to be used for college scholarships. To the village was left his home and adjoining lots on West Indiana Avenue from the first alley to Walnut Street for a municipal park. Interest from an endowment of $15,000 was designated for purchase of library books, and the residue of his estate after family bequests was provided for the purchase of a site and construction of a public library. The estimated value of the latter at that time was $12,000.

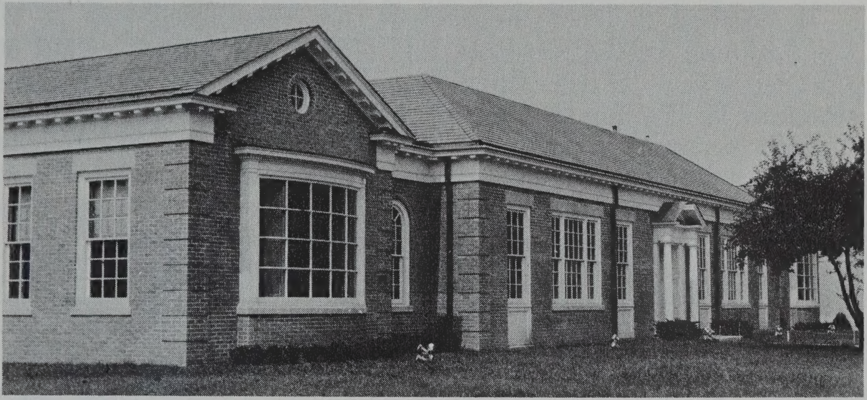
Action to implement the library provisions of the will was not taken until 1881, when the village council established a library in the home of Miss Harriet Hulburd at 118 Louisiana Avenue. Miss Hulburd was named as librarian with a collection of some 1,000 volumes of books. Purchase of the property at the northeast corner of Indiana and Louisiana Avenues took place in 1889 for $1,000 from the officials of the Presbyterian Church, whose building at that location had not been replaced there after the fire of 1875. The adjoining lot was also purchased with money donated by townspeople, and construction of the first library building in Wood County was completed in 1892, with dedication services held on November 23. Built of brownstone with a tower of Louisville sandstone, the original Way Library was a landmark in Perrysburg for almost 70 years.



Way Public Library, 1892-1958

By the late 1950's inadequate space for the growing book collection and for chairs and tables prompted the Library's Board of Trustees to seek replacement of the building. Under state law municipal public libraries are governed by a board of six trustees.

appointed by the mayor and approved by the council. Funds for operating expenses, however, are derived from the county collection of intangible personal property taxes, and where sufficient these may also be allotted for capital improvements. It was, therefore, the Wood County Budget Commission from whom funds were received to build the new Way Library, which was opened in July, 1959.



Way Public Library, completed 1959

Harold H. Munger resigned his position on the Library Board in order to plan the building along with his son, Harold C. Munger. After their work was completed, the latter was named to the Board and became the third generation to serve as a Way Library trustee. The new structure, designed with a traditional exterior of red brick trimmed in white, was furnished with early American style furniture. In addition to a service area of almost 11,000 square feet, a meeting room for community meetings as well as library functions was included. In 1966 the Library's book collection offered over 32,000 adult and juvenile books, current subscriptions and back issues of more than 100 periodicals, and a collection of phonograph recordings for home use.

Librarians who have directed services at Way Library since its founding have been Miss Harriet Hulburd (1881-1892), Mrs. Anne E. Frederick (1892-1906), Miss Helen Danz (1906-1908), Miss Helen A. Bowers (1908-1915), Miss Mabel Lampman (1915-1916), Miss Eleanor Moderwell (1916-1932), Miss Phyllis Robison (1932-1954), Mrs. Beatrice Rossell (1954-1960), Miss Ardath Danford (1960-).

The Way Scholarship has been awarded by the Perrysburg Board of Education as trustees every fourth year since 1882. Students wishing to compete for it are tested during their senior year, and of the three top scorers one is chosen by the drawing of lots. A similar arrangement was set up for the Margaret Bates Award in 1932. The will of Mrs. Edith Chapman Champney bequeathed the sum of $15,000 to the Board in 1955, specifying that the interest should be handled in the same manner.

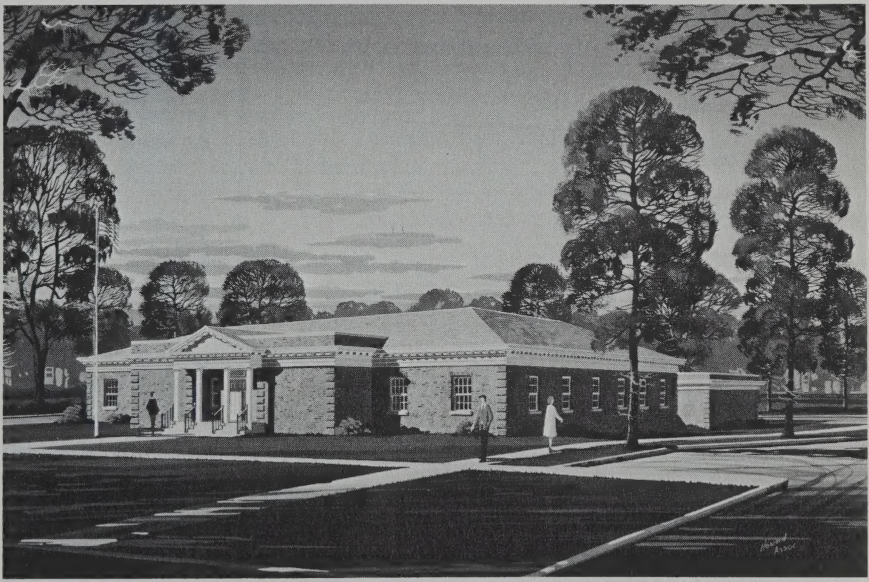
In addition to these endowments, the Perrysburg Post 28 of the American Legion has since 1947 offered a four-year award of $150 per year for college study with the selection of recipients determined by examination and by need. The Perrysburg Boosters Club have presented each year an award for further education to promising athletes. A loan fund was established by the P.T.A. in 1955 in honor of O. C. Treece, principal of Perrysburg High School from 1921 to 1955.

As has been noted, the property at the southeast corner of Indiana Avenue and Walnut Street became after Willard Way's death a village park, and for some years it was the location of tennis and horseshoe courts. It also was the site on which was placed a second benefaction for the town in 1931, when the Schaller Memorial Building was dedicated on the east end of the park. This proved to be the culmination of an occurrence of some ten years before. On a day in 1921 Frederick Schaller, then 84 years of age, entrusted to Dr. Dwight Canfield a bag of gold coins, Liberty Bonds from World War I, and bills of various denominations. With this he requested that the physician see that the money be utilized to erect a memorial to Perrysburg soldiers, sailors, and marines.

In keeping with Mr. Schaller's wishes, the gift was not announced until after his death, which took place in 1923. Valuation of the bag's contents totaled $6,000. Supplementary donations were sought from townspeople in order to build the meeting hall, named Schaller Memorial, and an additional $12,000 was raised to provide the $18,000 for construction costs. On Memorial Day in 1931, the dedication of the edifice took place amid both solemnity and pride in this new public building. It has served throughout the intervening years as headquarters of the Perrysburg Post of the American Legion, which supervises the operation of the building.

Toward the back or south end of Way Park, the city's water tower was built, and adjacent to it a service building for storage of equipment was added in 1940. A new fire station occupying the corner lot in 1957 and addition of the new recreation building to the east wall of the station in 1965 have pretty well filled Way Park and turned it into a civic center, with the municipal offices and jail diagonally across the intersection.

In the meantime, recreational facilities were developed on city property along Elm Street, highlighted by the construction of a municipal swimming pool in 1950. Facing Silver Maple Street just east of Elm, the installation included bathhouses, pump house, swimming pool, and wading pool at a cost of $143,000. Of this sum $125,000 came from village funds and $18,000 from Perrysburg Township. Baseball diamonds, tennis courts, shuffleboard and horseshoe courts extended south from Silver Maple.



Municipal building, built in 1965

Chapter VIII

Extra-Curricular Activities

IT WAS NOT LONG AFTER settlement that Perrysburg residents began to organize into groups according to their interests, and one item chosen at random from the *Ohio Whig* for February 16, 1839, indicated that the cultural life of the town was encouraged by such as the following:

> "The Perrysburg Lyceum will meet on Tuesday evening next, at the court house, to discuss the following question, viz: 'Do civilization and a knowledge of the arts and sciences tend to the promotion of virtue and the advancement of human enjoyment?' The attendance of ladies and gentlemen is respectfully solicited."

Possibly the first fraternal organization in northwest Ohio was the Northern Light Lodge of the Masonic Society, which began in 1817 and was chartered December 14, 1818, at Orleans. In Perrysburg the Phoenix Lodge no. 123 of that Society was chartered May 4, 1844, with John Hollister as first master. The Fort Meigs Lodge no. 86 I.O.O.F. had its beginning in 1847 but discontinued in 1862. A second start was made in 1889 as Fort Meigs Lodge no. 774, and it was incorporated two years later.

Other groups which followed were the Tippecanoe Council no. 77 of National Union (1889), the Eldorado Lodge no. 322 of Daughters of Rebekah (1890), the Perrysburg Lodge no. 524 Knights of Pythias (1891), and the Perrysburg Chapter, Order of Eastern Star (1921). Several temperance societies were also active some years ago. Many of the town's earliest residents were active in the formation of the Maumee Valley Pioneer Association in 1864.

In 1900 the Ladies Reading Club merged with the Chautauqua Literary and Scientific Club under the name New Century Club, and as such it has been prominent in Perrysburg ever since. In 1915 the members had a log cabin constructed in Way Park for their meeting place and to house historical items. This was later sold to the village council and was used as Boy Scout headquarters for about 25 years before its dismantling when the space was required for a standpipe erected in connection with the renovation of the town's water system in 1953.

Active service groups which have contributed greatly to the town's growth include the Perrysburg Improvement Association (1905), the Civic Association (1913), the Exchange Club (1926), the Lions Club (1951), and the League of Women Voters of Perrysburg (1952). At the end of 1958 the Perrysburg Senior Citizens Club was organized. A chapter of the American Field Service has sponsored three foreign students at Perrysburg High School since 1962 and has sent a Perrysburg student abroad.

Soldiers' Monument, dedicated May 24, 1902

Concerned citizens joined together to organize the first of these groups, the Improvement Association, in order to support the passage of a $30,000 bond issue for the first municipal water system, and the issue was approved by the voters in April, 1905. The group turned its attention to other civic affairs for a few years and then disappeared from the scene. The Civic Association might be considered to be a successor to the Improvement Association. For over 45 years it was a forceful influence until its demise about 1960. One of the most impressive projects of the Civic Association was undertaken in 1924. Members, with the assistance of local firms, built a house on Civic Drive in order to raise funds from its sale.

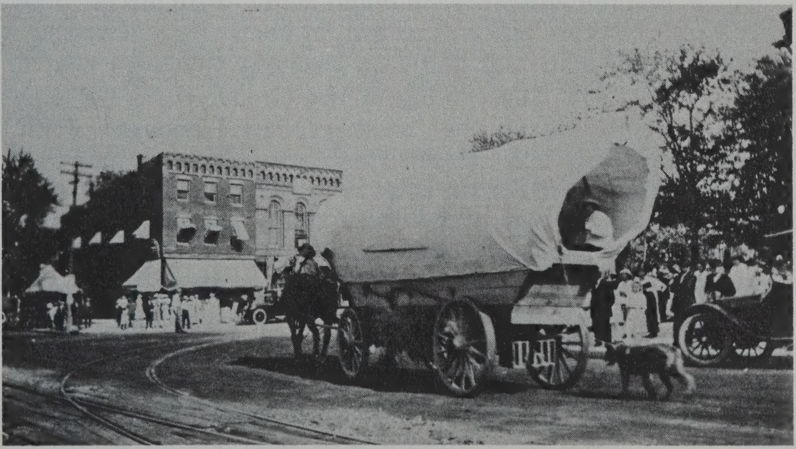
Prior to the organization of either of these citizen groups, a movement had, after several years of debate, successfully raised money for the erection of the Soldiers' Monument in 1902 on land donated by John Hood overlooking the river just west of the end of Louisiana Avenue. The statue of a flagbearer was made of Vermont Barre granite at a cost of $1,800. Standing 27½ feet high, the monument was inscribed as follows: "A tribute to the soldiers and sailors of Perrysburg Township, 1901." James O. Troup was master of ceremonies at the unveiling on May 24, 1902, and General I. R. Sherwood of Toledo spoke. A band concert and fireworks display ended the day's festivities.

The site of Hood Park was once known as "Corn Cob Hill." In an article printed in *The Messenger* on July 8, 1956, written by Beatrice Webb from a conversation with Joseph Brandhuber, the derivation of the name was explained as follows:

> " . . . On the dock just below Hood Park is where the grain elevator stood and up on the hill on the same site where the Soldiers' Monument stands, was a large corn crib. Here the farmers unloaded their grain, as they had a large corn sheller and could get their corn shelled without having to do it the hard way, by hand . . . There was also a large scale where they could get their grain weighed without cost. The corn crib was connected with the elevator by a trestle, on this hopper cars with iron wheels equipped with a flanged edge moved or were pushed by hand along a light rail, dumped in a bin, which was numbered and tapered at the bottom, letting the grain flow out easily. These bins were also equipped with a pipe having a shut-off in order to fill the boats which were docked for loading.
>
> "After the corn was shelled, the cobs were dumped on the hill towards the river, making quite a pile. Thus, the site became known to the general public as Corn Cob Hill. This elevator stood by the river for many years and was also used as a warehouse. Afterwards it was torn down and an elevator built along the railroad on Third Street since the grain was being shipped by freight cars."

The face of downtown Perrysburg was further changed in 1937 with the installation of the Perry Monument at the north end of Louisiana Avenue overlooking the river. The nine-foot statue of Oliver Hazard Perry flanked by two minutemen was carved from Carrara marble by the New York sculptor, William Walcutt, in 1860 for the city of Cleveland. For 69 years it stood first in the Public Square and later in parks in that city until a bronze replica was made to replace it, and the original was offered to some other municipality. Since Perrysburg had been named for the figure represented, the statuary was given to this town in 1929 and was stored until funds could be accumulated to construct a suitable foundation. With the assistance of the Federal Works Progress Administration, the village had the monument in place and dedicated with ceremonies held September 18, 1937. John Croft, Perrysburg's only surviving Civil War veteran, unveiled the statue on that occasion.

Beautification of the riverfront behind the monument was the goal of the Exchange Club in the spring of 1940, when flowering crab trees were planted there, and 1,025 American elm trees were added all over town. The loss of many old trees in the intervening years has led to the frequent encouragement of tree-planting in this once so densely covered area. As a part of the dissolution of the Civic Association, money was contributed to a project undertaken in 1961 by local garden clubs and city officials when flowering trees were planted on both sides of Louisiana Avenue from Front Street to Indiana Avenue.



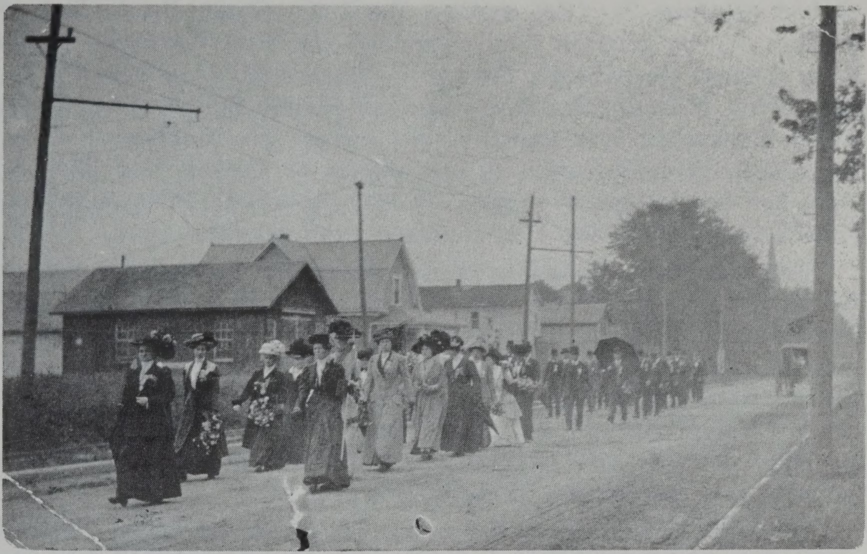
Centennial parade, 1916

The centennial of Perrysburg's founding was observed in 1916 with a pageant of historical floats, which included replicas of a blockhouse, an Indian canoe, a prairie schooner, and a little log cabin. *Perrysburg Journal* editor E. L. Blue acted as program chairman for the affair, and the speaker of the day was Eugene Rheinfrank, prominent Toledo attorney and son of Dr. and Mrs. J. H. Rheinfrank.

The enjoyment of music led to the formation of a number of different vocal and instrumental groups throughout the years. The earliest mention found was of the "Perrysburg Band," which had played on March 30, 1839, at the new court house in accompaniment to a touring theatrical corps. Later there were notices of the Arion Cornet Band (1875), the Perrysburg Silver Cornet Band (1876), the Perrysburg Social Orchestra (1879), the Woodmen of the World Band (1925). Drill teams were also popular for a time, and in addition to showing their abilities for the home town, it was the custom to go to Maumee and Toledo on invitation to participate in parades and for their teams to come to Perrysburg.

The Perrysburg Saengerbund, a singing society, was begun in 1868 and flourished to such an extent that the members built a hall at the corner of Indiana Avenue and Locust Street. When interest lagged and the group disbanded in 1873, the building was sold to the congregation of Zoar Lutheran Church. The present Suburban Singers started in 1958, followed in 1961 by the Perrysburg Community Orchestra.

During the latter half of the past century, when people stayed home more and the mass entertainment media were not yet available to them, participation and enthusiasm in home town activities were considerable. In both 1852 and 1860 Perrysburg played host to the Wood County Fair. The coming of the circus was a big event of the year, performing on the "show grounds" between Fifth and Sixth Streets along Elm Street. These grounds were also used for baseball games, and a Fourth of July celebration was not complete without a match between the Fort Meigs Baseball Club or the later Perrysburg Kaisers versus a team from a neighboring town. Earlier in the day there would have been a parade, firing of the cannon, and a patriotic speech. July 4, 1869, was enlivened by a velocipede race and the climbing of a greased pole by energetic young men. On other occasions the grease had been applied to a pig to be caught. Accounts of the Fourth in 1872 told of a horse race in which the prize went to the slowest animal, a stiff-legged mule!



Memorial Day parade on West Front Street, 1910

A tradition of the early 1900's was the annual baseball game between the Perrysburg businessmen and the township farmers. Included on the 1906 teams were the following: Businessmen Harry and Howard Comstock, Art Thornton, H. A. Kazmaier, Charles Hough, H. Starr, M. B. Cook, N. L. Hanson, George Rossbach, Oliver Davis, G. Sarver, and Russell Williams; Farmers Jacob Pringle, Martin and Joe Haas, George Snyder, Dell Simmons, Gus Thornton, Joe Hufford, John Haas, Alfred Wolf, George Simmons, B. Saddler, and Martin Ault. By 1926 the local team of note was the Perrysburg Stars, and ten years later the Perry Admirals were playing.

As far back as 1874 or 1875 some of Perrysburg's men formed the Neried Boat Club. They purchased a ten-oared racing barge and spent long hours of practice on the river until interest lagged and they disbanded in 1880. The present Perrysburg Boat Club organized in 1937, using the former village pumping station at the foot of Louisiana Avenue as its clubhouse.

On the evening of May 6, 1922, a dinner was held for the opening of the Carranor Hunt and Polo Club in the converted home previously occupied by the Charles Maddy family at 502 East Second Street. Organization had been initiated by George P. Greenhalgh and several other polo enthusiasts. The Club's first match was played on June 24, 1922, against the Lake Shore Hunt Club of Buffalo. Local players who composed the first Carranor teams were Colonel Greenhalgh, George P. MacNichol, Jr., Harry Parke, Earl Shaw, Malcolm Smith, Lyman and Sidney Spitzer, Duane and Frank Stranahan, and Langdon Walbridge. The Carranor's name came from a combination of the names of Carroll and Eleanor Pew, son and daughter of Mr. and Mrs. Robert C. Pew, on whose riverfront property the first matches were played.

Also during the 1920's Perrysburg was on the Chautauqua circuit, which brought a five-day feast of varied musical, dramatic, and forensic entertainment to the previously mentioned "show grounds." Dramatic productions of local talent as well as touring professional groups were booked for local theater-lovers and were performed on the second floor of Township Hall. One of the money-raising projects of the Civic Association was the annual show which was sometimes a melodrama, sometimes a minstrel.

The "pictures" came to town in 1908, when the Royal Theatre opened in the Moser Building on the east side of Louisiana Avenue. This was a nickelodeon, but on occasion it offered a vaudeville show at the advanced rate of ten cents. In 1918 the Palace Movie Theatre, with a capacity of 208 seats, opened in its building on the west side of Louisiana Avenue. Admission then was ten cents, and the first feature shown was the early version of "Outcast." The Palace continued to operate until May, 1957.

Chapter IX

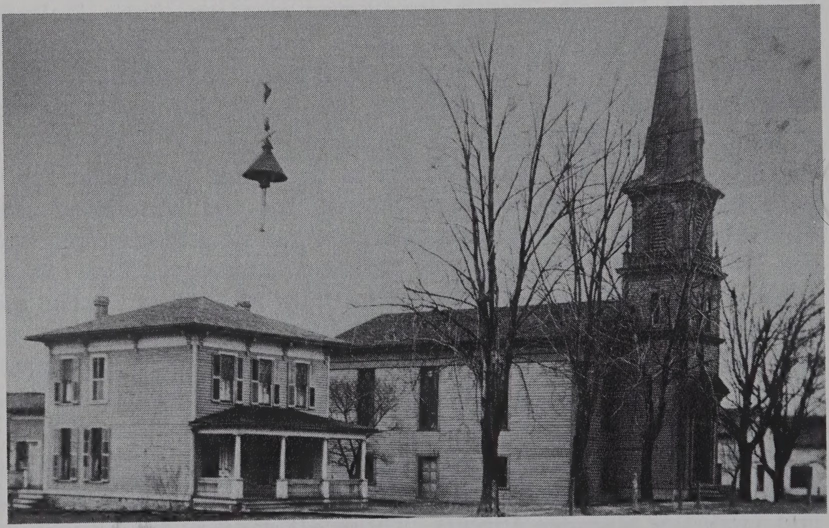
Religious Life

THE NAME of the First Methodist Church in Perrysburg has borne a particular significance throughout its long history, since it was, in fact, the first Methodist congregation in the entire Maumee Valley. Its meetings began in 1819 at Orleans in the homes of Amos Spafford and James Wilkinson, with the Reverend John P. Kent of the Detroit Circuit conducting services. John Hollister's Store also served as a meeting place, and Aurora Spafford acted as class leader. In 1826 the services had been transferred to Perrysburg, where presumably they were held initially in private homes.

The "Toledo War" had an indirect effect of helping in the successful drive for funds to build the first Methodist Church building. Daily services were offered for the benefit of troops quartered in town, and Ohio's Governor Lucas, a Methodist, headed the list of contributors to the building campaign. The resulting edifice was located on the second lot west of Walnut on the south side of West Second Street. This frame building remained from 1836, with remodeling in 1865, until it was razed to permit construction of the present church, begun in 1928 and dedicated on March 22, 1931.

During the first forty years of its existence, First Methodist Church was served by a variety of pastors from the Detroit Circuit and later the Maumee Circuit. Those assigned to the church on a full-time basis were the following:

1860-61	William Fegtley
1862	S. H. Alderman
1863	L. M. Albright and J. Shannon
1864	T. N. Barkdull and J. Shannon
1865-66	T. N. Barkdull
1867-68	Ambrose Hollington
1869	J. S. Kalb
1870-72	John H. Wilson
1872-74	N. B. C. Love
1875-77	Joseph H. Bethards
1878	L. T. Clark and T. J. Pope
1879-81	W. A. Yingling
1882	J. L. Scott
1883-84	William H. Scoles
1885-89	George B. Wiltsie
1890-93	John C. Shaw
1894-99	David H. Bailey
1899-02	Daniel Stecker
1902-03	W. T. Dumm
1903-05	George Matthews
1905-07	Grant W. Sower
1907-09	W. W. Constien
1909-13	Edwin J. Webster
1913-15	Stewart Baumgartner
1915-18	Daniel Carter
1918-25	William H. Spybey
1925-27	Erwin A. Strother
1927-32	Sheridan T. Walker
1932-37	Peter C. Wolf
1937-39	Willoughby N. Shank
1939-44	Clinton W. Swengel
1944-50	Cecil D. Smith
1950-57	Dale R. Beittel
1957-58	H. Allen Cooper
1958-64	T. Clarke Davis
1964-	John E. Dunham



First Methodist Church, 1836-1928

A German Methodist Church organized in 1861 and built a building on the south side of West Indiana Avenue just east of the first alley the next year. Services were offered in the German language until the assimilation of the immigrants into the community in time removed the necessity for this separate group, and it joined with the First Methodist congregation early in the twentieth century. The only ministers noted as serving the German M. E. Church were the Reverend C. Swineforth (1865) and the Reverend J. Braun (1898).

The second denomination established in Perrysburg was that of the Presbyterians. From November 13, 1834, to 1836 this group functioned under the auspices of the Huron Presbytery until formation of the Maumee Presbytery in the latter year. For some time the congregation met in makeshift meeting places, including an old brick school at the northwest corner of Second and Walnut Streets. This property was purchased in 1853 for a church site, but it was later decided to acquire the northwest corner of Indiana and Louisiana Avenues instead. The Second Street property was sold to W. H. Hollenbeck, who then had his carriage works and blacksmith shop there.

The Presbyterians' first church was erected in 1860, and for the years immediately preceding its completion, 1856-1860, they worshipped in the old Universalist Church on the west side of Elm Street, north of East Front Street. Only fifteen years after moving into their own building, it burned on October 14, 1875, and only the organ and some furniture were saved from the flames. The homeless membership then rented the abandoned Baptist Church on the east side of Walnut Street just south of the railroad until they were able to move their services into the second floor of the Centennial Block, Louisiana and Front Street, when it was completed in December, 1875. According to the announcement in the *Perrysburg Journal* of December 17, services would convene " . . . next Sabbath at the ringing of the Methodist bell."

Following these many difficulties there arose among the church members disagreements which led to a portion of the congregation setting up a separate church in the previously mentioned Baptist building and calling it the Walnut Street Presbyterian Church. First services were held by this group on April 28, 1878, conducted by the Reverend Mr. Pollock of the South Toledo Presbyterian Church. This second Presbyterian congregation disbanded soon after 1900.

In the meantime, the present structure at the southeast corner of East Second and Walnut Streets was built by the remaining Presbyterian membership, who met until then in Centennial Hall. Dedication services of the new church were held on May 15, 1892. Ministers who have served what is now known as First United Presbyterian Church in Perrysburg are as follows:

1834-49	various mission ministers
1849-56	J. H. Newton
1856-03	George A. Adams
1904-14	George Lowry
1914-28	William H. Pheley
1929-32	Miles Snyder
1934-42	Dr. Charles Matthew Brown
1943-49	George Mace
1949-59	C. Sheldon Hastings
1960-62	Edwin O. Lineberger
1962-	John W. Skillings

Before the establishment of a Presbyterian congregation in Perrysburg, there had been for some twelve years the Maumee Mission, which was about nine miles upriver from Perrysburg. It was begun in the fall of 1822 by the Western Missionary Society, and the first of the personnel sent to conduct school and church for Indians of the area was Isaac Van Tassel. His wife, Lucia, was the daughter of the Reverend Joseph Badger, the early missionary to the Connecticut Western Reserve. The latter served as chaplain of General Harrison's troops at Fort Meigs, died in Perrysburg, and was buried at Fort Meigs Cemetery. The Mission functioned until the number of Indians had so decreased as to make it unnecessary by 1834.

The Grace Evangelical United Brethren Church history in Perrysburg began in 1836 and was followed twelve years later by construction of a building at 331 East Second Street which is still standing. Services were conducted there from 1849 for 110 years before the new church on East Boundary at the end of East Sixth Street was completed in 1959. Dedication services were held on May 17. Pastors who have served the local congregation have been the following:

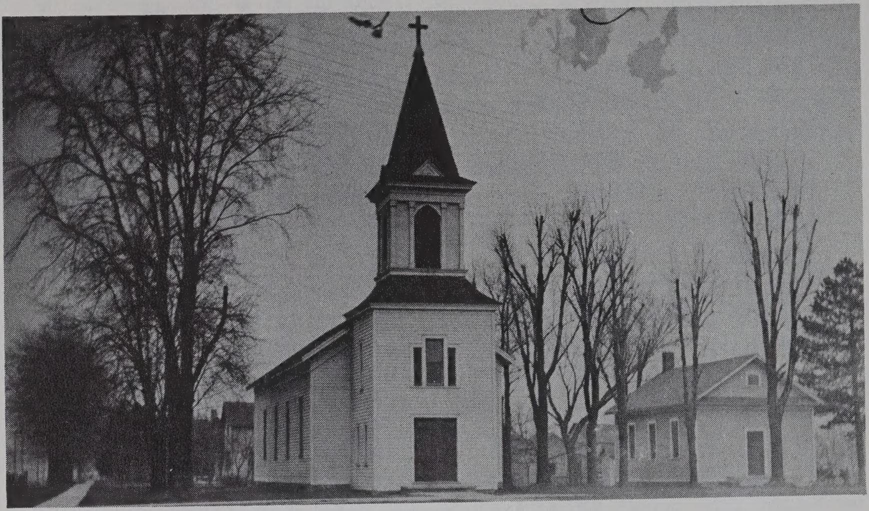
1836-56	Sandusky circuit pastors
1856-58	Jacob Frankhouser
1858-59	J. J. Kopp
1859-60	J. Rosenberger
1860-61	William Eckley
1861-62	Stephen Henni
1862-63	F. Frech
1863-64	J. Schaffer
1864-65	H. T. Strauch
1865-67	Thomas George
1867-68	W. H. Pfeuffer
1868-69	John Plantz
1869-70	William Wonder

1870-72	John Plantz
1872-74	G. Hassenpflug
1874-77	C. A. Munk
1877-78	B. E. Schubert
1878-79	F. R. Totheroh
1879-82	Daniel Strohman
1882-84	C. A. Munk
1884-86	J. S. Fitterer
1886-88	H. C. Berger
1888-91	J. S. Fitterer
1891-92	D. Stull
1892-94	H. C. Berger
1894-95	J. J. Bernhart
1895-98	J. N. Steffanni
1898-01	W. A. Shisler
1901-04	Otto Spreng
1904-06	E. A. Tovey
1906-08	W. D. Huddle
1908-12	J. E. Zachman
1912-16	C. H. Vandersall
1916-19	C. W. Weltmer
1919-22	O. D. Swank
1922-24	E. L. Fox
1924-27	W. S. Harpster
1927-29	W. H. Bade
1929-35	A. H. Kehr
1935-44	A. M. Rickel
1944-45	R. B. Leedy
1945-47	H. V. Summers
1947-60	W. W. Freshley
1960-64	John Osborne
1964-	J. Paul Jones, Jr.

During the early 1840's two denominations were formed and built churches, which were soon to be abandoned. Probably the first of these was the Baptist organization, which after ten years was able to construct a frame building on Walnut Street. When the congregation was dissolved following the Civil War, the church building was used by two groups of Presbyterians, as has been noted in the discussion preceding. After the Walnut Street Presbyterian Church ceased to meet as a separate congregation, the old Baptist building was sold to the Sheridan Wheel Company, which moved it onto its property across Walnut Street. In 1865 the Reverend H. B. Taft was conducting Baptist services.

The second of these two short-lived churches in Perrysburg was that of the Universalists. Their early hardiness would be assumed from the fact that they were able to build a substantial brick church building in 1843 across Elm Street from the present St. Rose Church. However, the group had disbanded before the Civil War, and their building later housed both the Presbyterians and the Catholics in turn. The only minister found to have been associated with the Universalist Church was a Reverend Mr. Sadler.

The origin of Zoar Lutheran Church may be traced back to 1850, and its first meeting place on the south side of East Third, west of Elm Street, was erected in 1854. It was decided, however, that a site so near the railroad was not satisfactory, and in 1873 what was then called the German Lutheran congregation purchased the hall on the corner of Locust Street and Indiana Avenue which had been



Zoar Lutheran Church, 1873-1916

built by the Perrysburg Saengerbund, an active singing society of previous years. Some changes were immediately made, and in 1895 a tower and steeple were added and a bell hung in the tower. This same bell was transferred to the new brick church building on the same site, built in 1916 and 1917. Additions were required to provide for the rapidly growing membership in 1919, and an educational wing was constructed in 1949 and 1950.

Pastors of Zoar Lutheran Church throughout its established history have been as follows:

1850-59	George Cronenwett
1859-64	A. Kleinegees
1864-96	C. F. Kaeding
1896-11	C. S. Ide
1911-16	F. Dietz
1916-44	Peter Kluepfel
1944-	E. J. Melchert

The need for a second Lutheran church in the area prompted the Zoar congregation to aid in the organization and construction of the Lutheran Church of the Master, which was dedicated on February 23, 1958. It was constructed east of Perrysburg on Simmons Road. The Reverend Harold R. Billnitzer served as its first pastor, after having been an assistant to Mr. Melchert at Zoar. He was followed by the Reverend Philip E. Nieft in 1963.

As was mentioned in an earlier chapter, the arrival in the late 1840's and 1850's of a number of German settlers of the Roman Catholic faith brought the need for a church of that denomination.

The first to be developed in this area was built in 1856 on Five Points Road in Perrysburg Township. The formation of the St. Rose de Lima Church in the village took place in 1861, and for the first couple of years the group had to travel to Maumee to attend worship services. In 1863 they purchased the brick church building on the west side of Elm Street between Front Street and the river which the Universalists had built in 1843. Father Charles Griss came as the first resident priest in 1863, also.

The corner stone of the present St. Rose Church building was laid in 1889. This $30,000 structure, with its 170-foot-high steeple towering above the river has been a landmark along the Maumee Valley ever since. Priests who have served the St. Rose parish in Perrysburg have been the following:

1863-84	Charles Griss
1885-94	Gustave Reiken
1894-96	J. A. Michenfelder
1896-01	Gustave Reiken
1901-08	J. H. Kleekamp
1908-15	Peter Schoendorff
1915-46	John Kiebel
1946-54	Charles Comte
1955-	Monsignor Max Walz

In 1867 a parochial school was established by St. Rose Church, and in 1923 it was moved to a new building on the east side of Elm Street behind the church. A second classroom building, facing Locust Street, was dedicated September 28, 1959, with an addition in 1965.

Dedicatory ceremonies were held on May 28, 1961, at the new Divine Word Seminary on West River Road west of Perrysburg. Four buildings were included in the complex, designed to accommodate 175 boys. The course of study at the Seminary was designed to provide four years of high school education for students planning to enter the priesthood as missionaries. It is operated under the auspices of the Society of the Divine Word.

The Pilgrim Church on Mulberry Street at West Eighth was established in 1950. It had been organized as the Perrysburg Gospel Center in 1944 and met at the corner of East Fifth Street and Fremont Pike. Ministers serving this congregation have been Dale Jones (1950-1955), John P. Keith (1955-1958), Kenneth Beckley (1958-1960), Leslie W. Ashcraft (1960-1963), and Ralph S. King (1963-).

The oldest church building in Perrysburg has been occupied since May, 1959, by the Bethel Assembly of God, having purchased the structure at 331 East Second Street from the Grace Evangelical

United Brethren congregation. The Reverend Bernon D. Graves was pastor in 1959, when the former Swan Creek Assembly of God members moved to Perrysburg. In 1963 he was replaced by the Reverend William E. Helton.

The latest religious congregation in Perrysburg organized St. Timothy's Episcopal as a mission of St. Paul's Church in Maumee in March, 1962. Within two years a building was constructed on East Boundary near White Road, and it was dedicated at services on April 19, 1964. The first rector of St. Timothy's was the Reverend H. James Graham.

Chapter X

The Professions

IN 1897 Dr. J. H. Rheinfrank bought and converted the former home and business site of George Getz into the Rheinfrank Hospital on the north side of West Front Street midway between Louisiana Avenue and Walnut Street. It was to become Perrysburg's most famous institution, as the son of the elder Dr. Rheinfrank achieved widespread fame as a specialist in thyroid ailments. William H. Rheinfrank, born in 1871, received his degree in medicine from the University of Michigan in 1894. Joining his father at the new hospital, Dr. William continued to practice for over sixty years until his retirement in 1955. His son-in-law, Dr. Norman Foley, also a thyroid specialist, worked with him from 1926 until entering military service in 1942. Following the war Dr. Foley opened an office in Toledo. The Rheinfrank Hospital, which had housed patients from all over the country, was closed in 1955 and three years later became the Perrysburg Nursing Home.

Perrysburg's physicians from William Wood, who came in 1828, to the present day have played a vital role in the community over and above curing the ill and injured. Doctors Peck, Robertson, and Hamilton have already been discussed in an earlier chapter. In addition to these, Dr. Nathaniel Dustin who announced his services in 1839, Dr. Isaac S. Bowers (1856-1927), Dr. Henry R. Roether (1867-1939), and Dr. Dwight R. Canfield (1872-1956) were active in a number of village affairs. All of the latter three served as mayors, and Dr. Canfield was for a time Wood County coroner. An indication of the rugged life of physicians of the earlier days was reflected in Dr. Canfield's recorded account of an experience during a 1918 blizzard. Having been called to deliver a baby in Lime City, the Doctor had to leave his horse and buggy when snow got too deep for forward progress, and he walked the last couple of miles to the patient's home. After he had fulfilled his mission, he returned on foot to where he had left his horse and had managed to get it onto the road when the animal dropped dead, leaving his owner to trudge the rest of the way home in sub-zero temperatures.

Dr. I. S. Bowers came to Perrysburg in 1876 and completed his medical training at the Detroit Medical College in 1881. For a couple of years, 1903-1905, he owned a partner's half in the Bowers & Comstock Drug Store and had his office above the business. Later he built Perrysburg's second hospital at the northwest corner of East Second and Locust Streets. His son, Dr. Merlin Bowers, joined him in the operation of the Bowers Hospital. The father died in 1927 and the son moved from Perrysburg, so the Bowers Hospital became the Perrysburg Hospital under the subsequent ownerships of Mrs. Lulu Inman and Mrs. Gertrude Chapman. It was discontinued in 1947, and the building was razed in 1965.

Until its destruction, also in 1965, the house at 138 East Front Street, which had once been owned by Dr. Peck and was thought to have housed his drug store at the time of the cholera epidemic, had served for its last 35 years as the office of Dr. James R. McAuley and more recently also of Dr. James Fraser and Dr. Louis P. Baldoni. In 1965 the three built a new medical office building on the east side of East Boundary just south of Front Street.

The presence of the county seat in Perrysburg during its first fifty years of development made it the legal center of the entire area. Court sessions were held in spring and fall, heard by a president judge and three associate judges. Since at that time the common pleas court had jurisdiction over probate matters and issued all licenses, in addition to the numerous civil cases and the fewer criminal ones, the court sessions were the big event of the year for participants and spectators alike. H. S. Knapp in his *History of the Maumee Valley* of 1872 described it in this way, "Each term of Court in Wood County was a carnival of fun for the lawyers." He went on to say that the Spafford Exchange was the center for conviviality when the attorneys had finished their official duties for the day. Even the presiding judges relaxed their dignity to join in the clowning.

When Judge George Tod arrived to preside over the first such session to be held in Perrysburg in May, 1823, he found nowhere suitable in the sparsely settled town, and the proceedings had to be held in John Hollister's house at Orleans. Some of the attorneys whose names were prominent in the early years were Thomas W. Powell, John C. Spink, "Count" Andrew Coffinberry, Asher Cook, Willard V. Way, Henry Bennett, Samuel B. Campbell, Henry H. Dodge, Francis Hollenbeck, and D. K. Hollenbeck.

H. S. Knapp in the aforementioned history quoted an amusing anecdote as related by Willard V. Way. It was as follows:

> "Some time in the fall of 1834, I was at the old court house on Front Street, and Spink was riding past on an Indian pony. I had some business with him and requested him to stop. He replied that he had an engagement at Sloane's tavern, on the opposite side of the street, and requested that I cross over there, where we could transact our business. I informed Spink that his request was unreasonable owing to the condition of the streets (at that time there were neither side-walks nor cross-walks, and a sea of mud extended from the court house to Sloane's), and in order to reach there I should be compelled to walk a great distance around.
>
> "Spink, in a joking way, said that I should get up behind him on the pony, and ride across. I seconded the joke and sprang up; my feet, after getting on, reaching to the ground. I had scarcely mounted when the pony commenced kicking, and practicing a lively double shuffle—plunging out into the depths of the sea of mud and water; but it was too late for me to get off without going to my knees in the mud. Spink headed the pony for the tavern, and the beast persisted in doing just what might have been expected of him, if he had been indulging at the bar, and about leaving the tavern.
>
> "The farther we progressed, the more frantic became the kicks of the pony, until we got nearly across the street, and where the mire was deepest, when Spink and myself were tossed over the animal's head into a world of trouble. When we straightened up, we found ouselves completely mud-clad. Spink's face was in a condition to destroy identification by his most intimate friends, and even his mouth was filled. My own plight was equally sorry.
>
> "As soon as he could speak—both of us standing in the mire facing each other—he stretched himself up as though he were in court and about to utter the great sentence indicative of triumph in his case, and shouted: 'Way, if we *have* been wallowing in the mud like two silly boys, we have the proud satisfaction of knowing that we are the two first lawyers in the county!'—the point of which consisted in the fact that we were the *only* practicing lawyers in the county at that time."

It would seem that if Mr. Way's memory was correct as to the year of this occurrence, it was also the mayor of Perrysburg with whom he was wallowing in the Front Street mud.

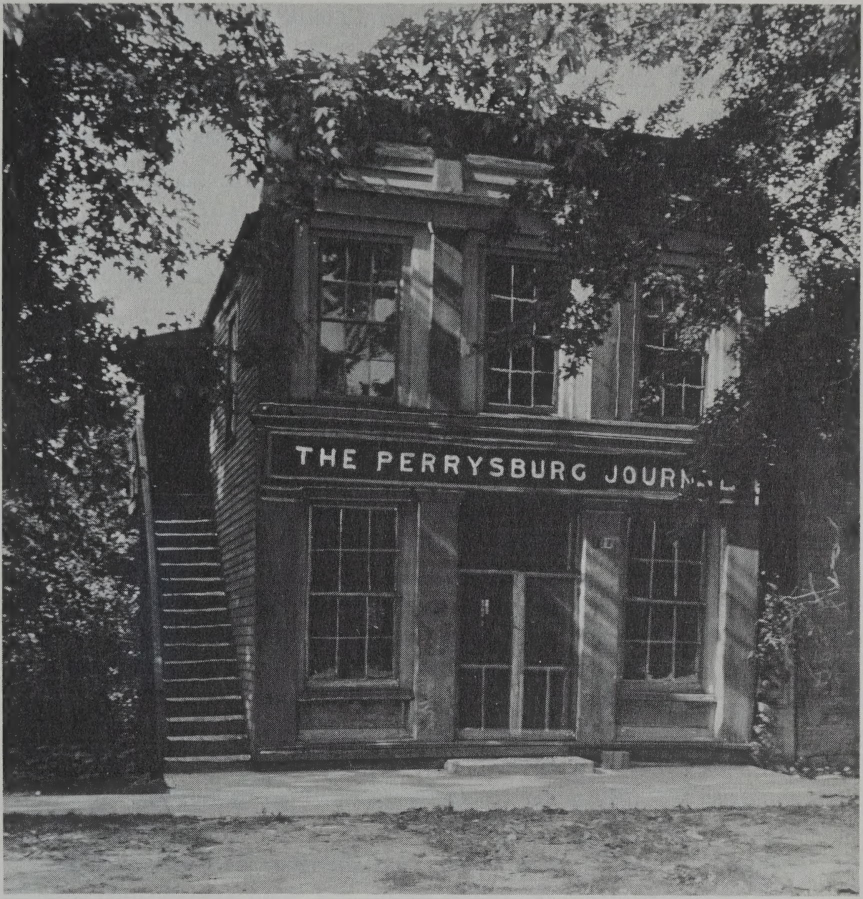
The moving of the court to Bowling Green along with the other Wood County offices closed this colorful period in Perrysburg history. While it lasted it brought to the town some of its most capable and far-sighted leaders.

On January 1, 1960, the Perrysburg Municipal Court was established by action of the Ohio General Assembly to replace the Wood County Court at Moline and the Perrysburg Mayor's Court. Its jurisdiction covers the towns of Perrysburg, Rossford, Walbridge, Luckey, Millbury, and the townships of Ross, Lake, and Troy. Until completion of the new Municipal Building in 1965, the Court was temporarily located at 110 West Second Street in the building which had previously housed the post office and the France Stone Company laboratory in turn.

On December 11, 1833, the *Miami of the Lake* published the first newspaper in the Maumee Valley. Its owners were Henry Darling, who brought the press and type from New York, and Jesup W. Scott, who later gained renown as editor of the *Toledo Blade.* The following year they sold the weekly to Scott's brother, J. Austin Scott; and it changed hands several times before H. T. Smith became the publisher and renamed it *The Ohio Whig* with the issue of August 18, 1838. Two years later it was merged with *The Maumee Express* under the name *The Maumee River Times,* and publication was carried on by Mr. Smith in both Maumee and Perrysburg until 1855.

During those years an amazing number of journalistic ventures were begun and ended, sometimes hardly leaving a trace. In so far as can be ascertained these were as follows: *Wood County Packet* (1838-39), *Perrysburg News* (1842), *The Democrat* (1844-45), *Miami of Lake Erie* (1844-46), *The Democratic Post* (1846), *Northwestern Democrat* (1853), *Maumee Valley Democrat* (1854-57), *The Democrat* (1857-58), *The Republican* (1856), *The Peoples Press* (1857), *The Independent* (1862-66)

Of more hardy stuff was the *Fort Meigs Reveille,* which first appeared on June 1, 1844, published by S. T. Hosmer and sold in 1850 to Silmon Clark. Because so many had difficulty pronouncing the name, Mr. Clark changed it to the *Perrysburg Star* with the June 7, 1851, issue and again to the *Perrysburg Journal* March 10, 1853. With the exception of four weeks in 1854, when the cholera epidemic stopped all business activity, the *Journal* has been in continuous publication ever since until merging with *The Messenger* in 1965. The latter had been started in 1935 by Leslie E. Hart and was continued after his death by his wife, Betty Hart. The present name of the publication is *The Perrysburg Messenger-Journal.*



PERRYSBURG JOURNAL office, built by Gilbert Beach in 1835

Throughout the many years of its publication, the *Journal* had numerous changes of editors. Mr. Clark sold the paper in 1856 to E. A. Higgins, who was followed by J. W. Bailey, Henry S. Chapin and F. J. Oblinger, James Timmons, Ed L. Blue, Louis C. Marti, A. R. Hoffmann, and Emil Honner, by whom it was sold to Mrs. Hart. For the first fifty years of its existence, printing of the *Journal* was done on an old hand press, but on September 19, 1902, it was announced that an electric cylinder press had been installed.

The publishing of local weeklies has never been noted as a particularly lucrative business, and the frequent references to unpaid subscriptions undoubtedly explained the repeated turnover of owners. One solution to the problem, perhaps, was the suggestion of *Ohio Whig* editor H. T. Smith, who in its November 10, 1838, issue prepared for the wintry blasts as follows:

> "To those of our subscribers who wish to pay their subscriptions in wood, we would take this opportunity to say that a few cords would be very acceptable at this time."

Chapter XI

Businesses

PROBABLY the first commercial enterprise in the area after the Indian traders was that started at Orleans by Joseph Vance and his brother, Samuel, who had guided General Hull's army from Urbana as far as the Maumee country in 1812 and then undertook to supply provisions for the troops during the war. Joseph Vance returned to Champaign County and would become Ohio's governor in 1836, but his brother remained to operate a general store for the settlers who returned after the war. In 1817 the Hollister brothers, John and William, arrived with supplies, and they also maintained a store at Orleans until moving it into Perrysburg in 1826, when they built a store building, warehouse, and dock on John Hollister's property northeast of the intersection of Louisiana Avenue and Front Street.

William Fowler opened his business in a frame building on West Front Street near the court house in 1833, followed the next year by Shibnah Spink and Kellogg & Wheeler. By the end of the decade, the latter two stores were no longer in operation, but they had many successors. The November 30, 1839, edition of the *Ohio Whig* carried on its first page a business directory listing the following general merchandise stores: J. Hollister & Company, J. M. Hall's "New Brick Store," E. D. Peck & Company (which had earlier that year absorbed George Powers' store into the former Peck & Griswold), T. Rudesill, and W. P. Reznor, all on Louisiana Avenue. H. H. Hall, Gilbert Beach, and the William Russell & Company were general stores on Front Street, where also were the grocery stores of John Cholette and Henry Mandell. The latter advertised shoes and boots as being offered along with the foodstuffs. Two other groceries listed were those of John Bates on Second Street and Robert Reid on Indiana Avenue.

Five hotels were enumerated in the 1839 directory. The Exchange Hotel, with Jarvis Spafford, proprietor, led the list, accompanied by H. H. Hall's Temperance House also on Front Street. Joseph Creps' Eagle Hotel and David Ross' Farmers Hotel were located on Louisiana Avenue at that time, and John Sheplar's Eastern Hotel was on Indiana Avenue. By 1845 the Eagle Hotel, renamed the Franklin House, was advertised for sale by Mr. Creps.

Four tailors were then offering their services to provide for the clothing needs of residents, and in the July 10, 1844, issue of the *Miami of Lake Erie* this additional specialty was announced as follows:

> "Mrs. Edy Dolliver respectfully informs the Ladies of Perrysburg and vicinity, that she has opened a Shop a few doors above Spafford's Exchange on Front Street, where she is prepared to do all kinds of work as a Milliner and Mantua-maker, on the shortest notice."

Front Street was the site of some of the earliest commercial establishments. John Hollister's store and warehouse at the end of Louisiana Avenue was joined by the Peck & Robertson Drug Store and H. H. Conant's Jewelry Store near Spafford's Exchange. After offices had been moved to the new court house at Walnut and Indiana Avenue, the old log building was utilized by the Simmons & Johnson Boot and Shoe Factory in 1845.

The sale of the hotel by the Spafford family in 1859 began a succession of ownerships. Chester W. Norton bought it in 1865 and operated it as the Norton Exchange until 1884. After that it had several more owners before its purchase in 1900 by Frederick Hillabrand. The building was badly damaged by fire on March 18, 1907, at which time the porches were removed, the rear section of the building eliminated, and the interior made into apartments.

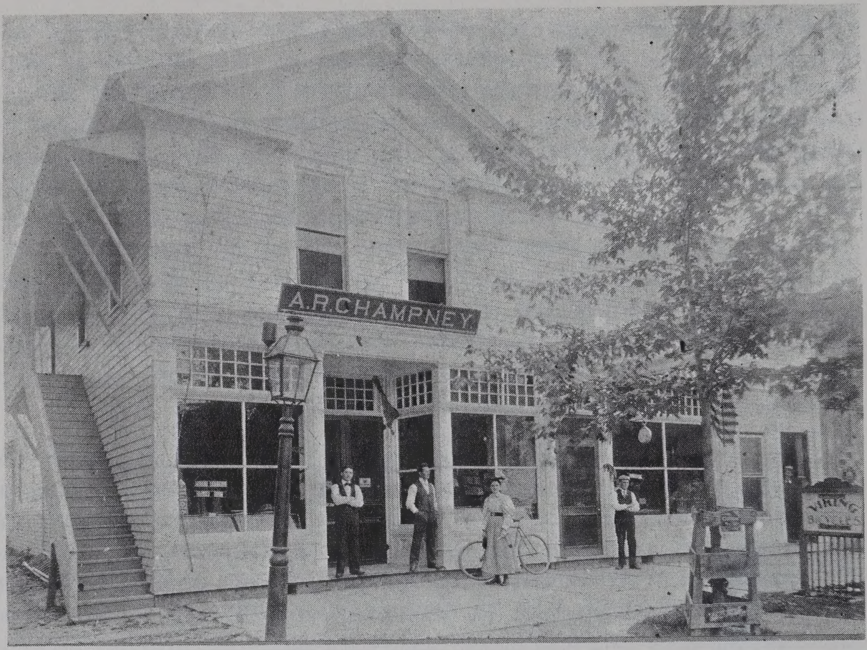
On the corner of Front and Walnut Streets there was for a time a livery stable owned by H. C. Lawrence. Across Front Street at the end of Walnut, Gilbert and Schuyler Beach operated a general store from 1835 until the building was moved onto a foundation several doors east after a fire had destroyed the Houston Store. The Gilbert Beach building was razed in 1966 after serving for many years as the office of the *Perrysburg Journal*.

In 1865 Doctors Peck and Hamilton bought the O. A. Bostwick Hardware Store. Its building subsequently burned, and the partners had a new store built at the former site of the Beach Store in 1874. East of this George Getz constructed a fine brick home in which he operated both a grocery and a restaurant before selling the building to Dr. J. H. Rheinfrank, who converted it into his famous hospital. Hood's Store was at 1 Front Street in 1854, and the Blackmore Harness Store was listed on Front Street in 1876. Some years later the Just Right Cleaners opened in 1926 on West Front Street in the former residence of Frederick Hillabrand on the site of the first court house. The cleaning establishment was the target in 1933 of a protection racket, and when the owner refused to pay, hoodlums bombed the building. The capture of two Cleveland men and one from Toledo who confessed their guilt was credited to Perrysburg Marshal Fred Sasse, who thereby succeeded in stopping a gang which had terrorized businessmen in pursuing their "insurance" payments.

The E. D. Peck & Company store was the earliest of numerous business ventures of Dr. Erasmus Peck. Located on Louisiana Avenue, the third door south of Front Street, the store operated as such until 1854, at which time the name was changed to F. R. Miller & Company. Frederick Miller had gone to work as a clerk at Peck's in 1847, became a partner in 1852, and with Henry Peck as his partner, he took over the store two years later. In 1876 Mr. Miller moved into his newly built Centennial Block on the southwest corner of Louisiana and Front Street, where he had a grocery in half and a dry goods store in the other half. The grocery was sold to E. L. Kingsbury and J. M. Wilson in 1878, and the following year the remainder of F. R. Miller & Company was bought by William Barton, who operated the dry goods store under his own name for thirty years. R. P. Barton conducted an undertaking establishment there during those years, also.

William J. Veitch bought the William Barton Store in 1909 and continued its operation while changing the name until selling out to Charles Dibling in 1948. Mr. Dibling ran the store for ten years. Following his retirement the south half of the Centennial Block ceased to be a dry goods store when the Hayes Travel Agency was located there. On the second floor of this building, it should be noted, was the hall in which the Presbyterians held their services for many years after their church burned in 1875.

The corner storeroom of the Centennial Block had become known as the "drug store corner" and so it has been for almost sixty years. Champney Drug Store, which had begun as Inscho & Rheinfrank, then Inscho & Champney in 1865, was located first where Citizens Bank now is in what was called the Champney Building. A. R.

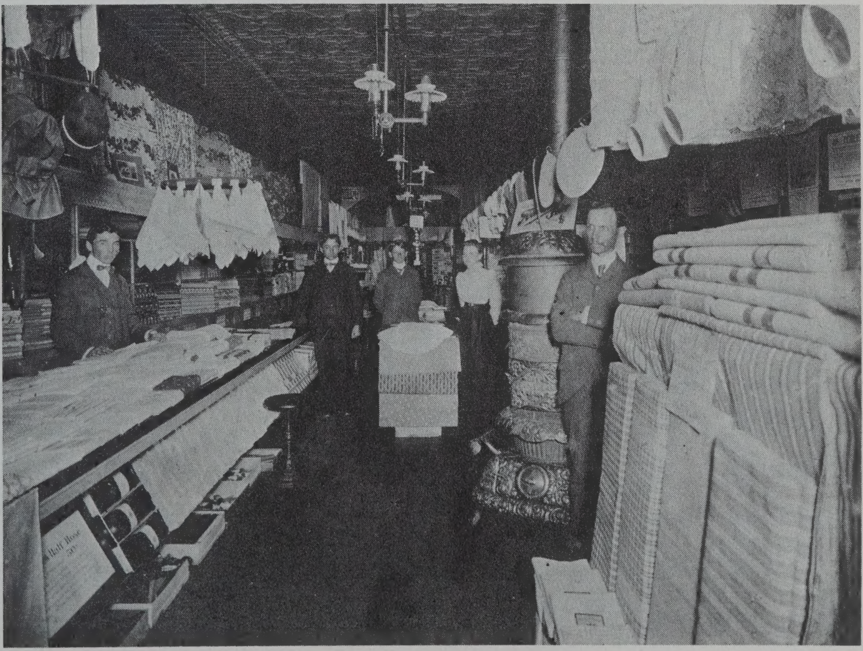


A. R. Champney Drug Store before 1900

Champney bought out his partner and then in 1900 sold the business to his son, Charles. The latter in turn sold it three years later to Dr. Isaac Bowers and William Comstock. A fire in 1904 burned down the building displacing Bowers & Comstock, as well as Peter Wetzel's Cigar Factory, and the offices of Dr. Bowers and Dr. Babcock, a dentist, on the second floor. The blaze also threatened the Trudeau Barber Shop and Danz Confectionery, which were next door.

Following the fire the pharmacy was moved to the Phoenix Building on the same side of Louisiana Avenue, and it occupied the third storeroom north of Second Street. Mr. Comstock bought full control in 1905, then sold it back to C. P. Champney in 1909, when it was moved to the corner of Louisiana and Front Street, where William Barton had been. The Veitch Dry Goods Store was next door, and Mr. Kingsbury retired from the grocery business. After the death of C. P. Champney in 1933, the drug store was owned by his widow until its purchase in 1937 by the present owner, C. W. Houck.

George Powers' first business, as was noted in the 1839 directory, was combined with Peck & Griswold to form the E. D. Peck & Company Store. In the accounts of the April 4, 1845, fire which destroyed the Wilkinson Building on the southeast corner of Front and Louisiana Avenue, one of the stores named as occupying the building was George Powers & Company, along with J. A. Hall & Company, and S. C. Doan. Apparently Mr. Powers then began another retail outlet on Front Street, which in 1856 became known as Powers & Blinn, the owners by then being John Powers and Doan Blinn. A. G. Williams bought the store from them and remained on Front Street from 1860 to 1866, when he moved it into the Phoenix Building in the fourth storeroom north of Second Street. In 1873 a partnership changed the name to Williams & Finkbeiner, but in 1894 Alex C. Fuller bought out Art Finkbeiner's holdings, and the store became Williams & Fuller. When Mr. Williams died in 1898, A. C. Fuller purchased the entire business, and it was called henceforth A. C. Fuller Dry Goods. Hubbell Fuller joined his father in 1917 and continued the operation until retiring in 1958.

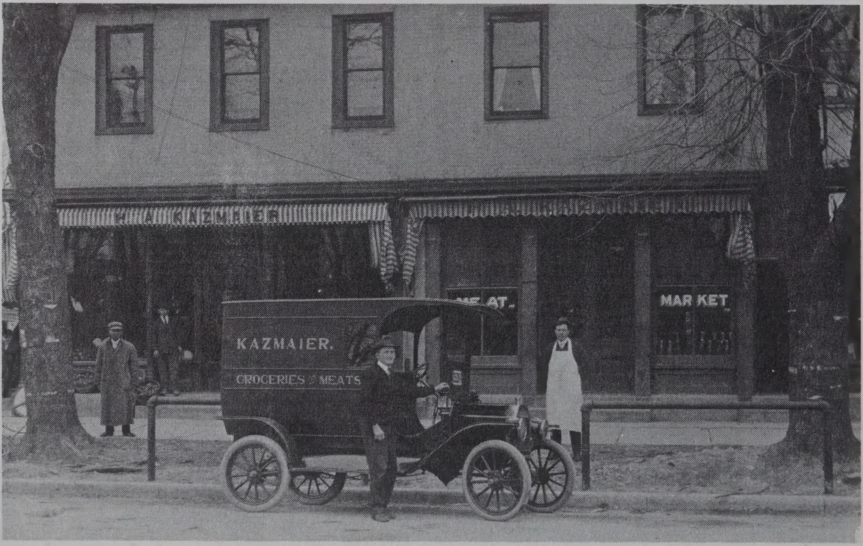


Interior of A. C. Fuller Dry Goods Store, 1908

Back when it was still the A. Williams Store, its next door neighbor on the south side was for a time the William Crook furniture and undertaking establishment. Before moving to that site, Mr. Crook had from 1866 operated south of Green Lane, which presumably would have been either on Front Street or on the West Boundary near Front.

J. Davis Hardware was for 24 years in the corner storeroom of the Phoenix Building at Louisiana and Second Street. He started there in 1879, and it was not until 1903 that he moved into the newly constructed building owned by D. K. Hollenbeck at 106 Louisiana Avenue, now occupied by Kathleen's Gift Shop. The Davis Hardware Store was continued after the death of Jacob Davis in 1918 by his son until the business was sold in 1923 to Fred Griss and George H. White, after which it was re-named Perrysburg Hardware.

The corner of the Phoenix Building, over which the Baird House hotel functioned for some years, was occupied from 1903 by Kazmaier's Grocery, which had started elsewhere in 1898. For sixty years it remained at the same spot until moving into its new building on the northwest corner of Second and Elm Streets in 1963. After that the Louisiana Avenue site reverted to its former stock in trade when Mills Hardware occupied the building, and at that time there was a remodeling of the exterior.



H. A. Kazmaier Grocery and Meat Market about 1910

Two other prominent enterprises on the west side of the first block of Louisiana Avenue had their beginnings in the nineteenth century and are still in operation today. The Citizens Bank, organized in 1879 by Nathaniel L. Hanson, who served as its first cashier, followed the liquidation of an earlier banking venture, the Exchange Bank, which lasted from 1871 until 1879. Actually, the first bank in Perrysburg had been started by J. S. Norton in the 1850's, but its survival was not long. The establishment of Citizens Bank, followed by its reorganization as a state bank and its incorporation in 1892 with a capital stock of $50,000, gives it the claim of the longest existence of any bank in Wood County. Its present building on the north side of the alley was completed in March, 1926, at a cost of $75,000. Prior to this the bank had occupied a brick building, which had housed the short-lived Exchange Bank, at 108 Louisiana Avenue. A branch bank was opened by Citizens Banking Company on South Boundary in September, 1961.

Across the alley from the present bank, A. J. Witzler had for many years his furniture store and funeral home. It had been started in 1893 by a brother Charles, but as A. J. Witzler's it was known throughout its more than forty years at that site, which is now occupied by the C and F Variety Store. Witzler's Funeral Home moved to 128 East Front Street into the lovely old brick home formerly occupied by the Hoover family. The death in 1964 of Norman Witzler, son of the former owner, brought to an end the family operation of the funeral home, but its name has been continued by the new director, Robert L. Shank.

Perrysburg's other funeral home of the present was established in 1925 by Patrick F. Dowling, who had been an employee of A. J. Witzler for 25 years. Mr. Dowling opened his business on Louisiana Avenue between his home and the Way Library, where it is now operated by his son, Charles Dowling.

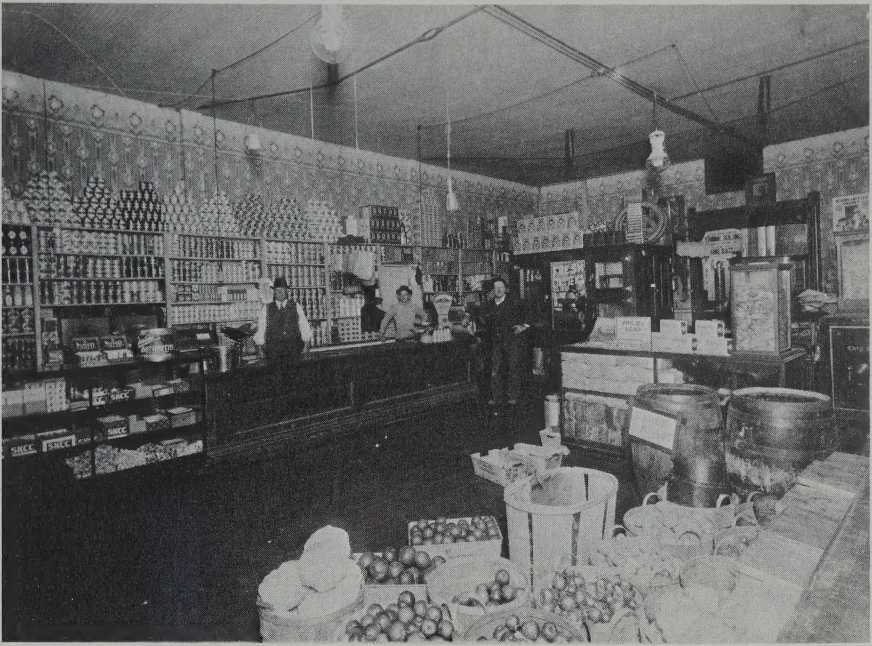
Farther south on Louisiana Avenue from the buildings occupying the west side of the first block there were businesses interspersed with houses about as far as businesses now extend. One house in that first block was the home of Miss Harriet Hulburd on the lot adjacent to A. J. Witzler's, and it was there that Perrysburg's first public library was established, as may be found in greater detail in Chapter VII.

On the southwest corner of Louisiana and Second Street Joseph Wolfe operated a general store until selling it in 1894 to Art Finkbeiner, who that year sold his interest in A. Williams Store in order to try his hand at running his own business. Just south of this Morris B. Cook in 1907 built a brick office building, in which the Cook Insurance Agency still has its office at 206 Louisiana Avenue, directed now by Mr. Cook's daughter, Margaret Gorman. Beyond this and beginning in 1885 Fred Jezzard had a grocery store for a number of years. The Palace Theater was also in this block for some forty years.

On the corner of Third and Louisiana, and actually facing on the former street, was A. A. Roberts Grocery during the 1920's. This building had earlier housed Clemens Leaf's Hotel, which was followed by that of George Pfister, who also had a grocery and restaurant. On down Third Street at the alley was the original depot before the building of the present one. In 1871 the village council approved a request from the Cincinnati, Hamilton & Dayton Railway for the building of an engine house and turntable on the south side of the tracks at Louisiana Avenue, now the site of the Kelsey & Freeman Lumber Company. The engine house burned in an 1896 fire. It was succeeded on that site by the Matzinger Lumber Company, which was purchased in 1899 by Charles L. Koch, who operated the business until his death in 1907. At the corner of Louisiana and Indiana Avenues stood the fine home of the prominent Perrysburg attorney, D. K. Hollenbeck, on the property occupied since by Carl Schmidt Motor Sales.

In the first block of East Indiana Avenue beyond the Way Library there was for some time in the late 1800's and early 1900's a furniture shop operated by Fred Mahr. The next building, just west of the alley, housed from 1920 to 1946 the Kazmaier Brothers Grocery, and at the end of that block on the corner of Elm Street there was the Hoffmann Grocery, which in length of operation exceeded any other commercial enterprise noted in Perrysburg. Started in 1861 by the Hoffmann brothers, George and John, it passed in 1878 to the ownership of George W. Hoffmann, son of the former brother, and thence to G. Fred Hoffmann. When the latter retired in 1922 after forty years in the business, he sold it to a cousin, V. D. Hoffmann. In due course it was run by that owner's son Harold until its closing in 1956.

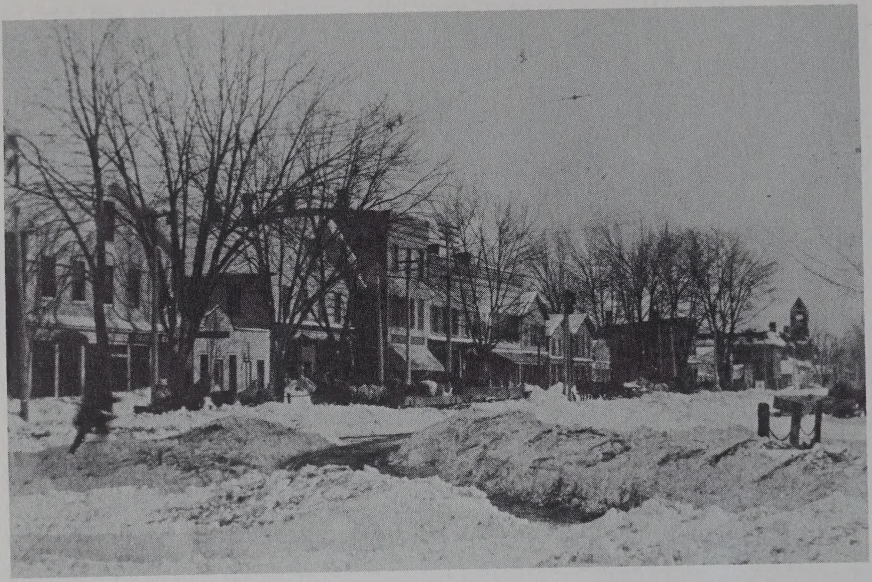
Returning to Louisiana Avenue on the east side of the street, one found in 1915 Charles Braun Hardware in the Rossbach building at Louisiana and Third Street. Previously George Rossbach had had a cigar factory and store there. Midway in the next block north Henry Lucas was operating a grocery in 1905, having suc-



Interior of Hoffmann Grocery, 1910

ceeded his father in the business. In 1923 Charles H. Hoffmann started a dry goods store at 215 Louisiana, which he operated until his retirement in 1940. Previous to this Mr. Hoffmann had opened a grocery in 1897 at 119 Louisiana and later sold it to Arnold Schuster. In 1940 Piatt's Bakery began their many years of business at that site.

The southeast corner of Louisiana and Second Street was the location of another of Perrysburg's long-time family enterprises. Here Eberly Boots and Shoes continued from its founding in 1866 by John Eberly until the retirement of his son, F. C. Eberly, in 1926. Across Second Street the Perrysburg Banking Company, incorporated in 1906, completed its new building in November of that year. It was extensively remodeled in 1959, and structures north of the bank were razed to provide a parking area for its customers. On January 5, 1962, announcement was made of the merger of the Perrysburg Bank with the Bank of Wood County in Bowling Green, and since that time it has functioned as the Perrysburg Banking Branch.



Louisiana Avenue, east side, south from Front Street, about 1900

On that northeast corner had once been the E. Graham general store, followed by Blinn & Jennison Dry Goods and Groceries in 1855. Next door J. H. McKnight offered groceries during the 1850's. Adjacent buildings housed Art Thornton's Bakery, after it was moved from the next block south, and for over fifty years the Munger Brothers Meat Market was at 123 Louisiana Avenue before its closing in 1926. The Amon Building at 117 Louisiana housed from 1891 until 1926 the hardware business of John J. Amon. Prior to that it had been the site of Rudolph Danz' Bakery before Mr. Danz moved across Louisiana Avenue where he operated a confectionery. The Perry Petite Shop is the present occupant of the site.

North of the alley in that first block George Moser built two buildings, the second in 1903 to house the G. J. Evans Jewelry Store and Charley Mills' Barber Shop. It was in the other that the early Royal Theater was located. On the corner of Front Street Taylor & Miller Drugs were in operation in 1876, and fifty years later the D. O. Travis Pharmacy was in business on that site. The W. J. Hitchcock Dry Goods Store closed in 1867 at the corner of Front and Louisiana, but it has not been ascertained which corner it occupied. Also, the B. F. Hollister General Store is thought to have been on one of those two choice sites during its early operations, but no definite location was ever named.

Louisiana Avenue, east side, north from Second Street, 1963

Other businesses for which no site was learned were the Ross & Key General Store, which was replaced by the A. M. Thompson General Store before 1854; the Roby & Thompson Dry Goods, Grocery, and Hardware Store, which was in the Reveille Building in 1848-49; James Blass Dry Goods Store in operation in 1876; Charles M. Norton Dry Goods, which started in 1873; and Yeager Dry Goods, which was listed in 1876. Also operating in the 1870's were George W. Creps Groceries and S. Reiss Dry Goods at locations on the west side of Louisiana Avenue, the latter followed by James Blass.

The north side of West Second Street in the first block was the location for several businesses. In the building at 111 West Second, where city offices were located after 1903, there had been reputedly a casket factory. Farther west Peter Cranker had started his blacksmith shop in the 1860's, and when he developed his carriage and wagon shop, he built an adjoining two-story frame building for that. Next door was Cook's Livery Stable. Also on Second Street was R. S. Clegg's furniture and funeral business in 1894.

The first automobile dealer in Perrysburg was William Slecht, who in 1909 became the Ford agent. He was the second of three generations of that family to run a business started in 1846 by Jacob Slecht, who began with selling harnesses and expanded into farm implements of all types. In 1876 his son took over the store on the east side of the second block of Louisiana Avenue, and he was followed by his son Gus. In 1919 the Slechts offered Overland autos for sale, in 1927 Chryslers, and in 1937 they became the Studebaker dealers.

By the 1920's there were a number of other automobile agencies in town. Graves Motor Sales, followed by the Perrysburg Motor Sales, was then the home of Fords at the corner of Louisiana and Indiana Avenues. On the first floor of the newly remodeled I.O.O.F. Hall at the southwest corner of Louisiana and Second Street, the Dixie Garage was selling Hudson and Essex cars. Chevrolets were available from E. W. Moser at the Perrysburg Garage just north of the Phoenix Building, while Cummins Auto Sales, located in the new Leydorf Building on Louisiana Avenue, handled the Star and Durant motor cars. When Citizens Bank moved to its new building in 1926, Monte Clouse opened a tire and accessory shop in the old bank quarters. Spilker Motor Sales at 316 Louisiana followed Cummins at that location.

When Charles Braun in 1926 built a new storeroom for his hardware business on the east side of Louisiana between Fifth and Sixth Streets, it rather shocked people that he would "go so far out." The national trend toward development of de-centralized commercial areas did not truly arrive in Perrysburg until 1954 with the completion of the Country Charm Shopping Center on South Boundary west of Louisiana Avenue.

Chapter XII

Industries

DESPITE ITS INABILITY to retain prominence as a shipping center, Perrysburg was the home of numerous other industrial enterprises during the last century. Many of these involved the use of the vast supply of timber readily at hand in Wood and neighboring counties. Indeed, the proliferation of trees resulted in the use of fine lumber as firewood, fence rails, and railroad ties, as well as for ship-building and other remunerative construction.

In the latter half of the nineteenth century, a lumberyard and planing mill was operated by Peck, Hamilton and Company on Louisiana Avenue just above the river. Here window sashes, doors, siding, flooring, and other home fittings were produced. Another planing mill functioned somewhat spasmodically during the 1870's on the northeast corner of Third and Cherry Streets. It had special saws for making lath and shingles.

Daniel Lindsay had a sash, door, and blind factory opposite the north end of Cherry Street, but it burned in 1855. He was the builder of the brick home at the southeast corner of West Front and Pine Streets in the early 1830's, and the house remains as one of Perrysburg's oldest and finest. Its present owner is Mrs. Pheatt Hoffman. The house next door was also built by Mr. Lindsay in 1874 at the time of his daughter's marriage to James L. Douglas. It was later the home of Dr. H. R. Roether and is now owned by the Frank Hirsts. Mr. Lindsay and James F. Stubbs also had an early warehouse below the present Hood Park.

While Blinn & Jennison shipbuilding flourished in the 1850's, James J. Park operated a saw mill on the flats between Locust and Commercial Streets to supply oak for the construction. Still another mill and woodworking shop was that of Peter Witzler on the south side of the railroad east of Elm Street, later bought by H. M. Hoover, who added a hoop factory.

A box factory, started about 1870 by the firm of Forbes and Robertson, was on the railroad east of Walnut Street. It produced wooden crates and boxes from cottonwood to be used for packing fruit. Its last owner was S. P. Tolman, who when the supply of cottonwood was no longer sufficient, went into the lumber business. It was from him that Fred Matzinger bought the lumber company in 1893 and which after Mr. Matzinger's death was sold to Charles L. Koch.

In 1875 Ezekiel Tefft had a saw mill on the Hydraulic Canal near the end of Green Lane and nearby was the Herrick Furniture Factory sharing a building with the Stowell Hoe Factory. J. B. Kelley also had a furniture "manufactory" along the Canal during that period, and a paper mill was in operation near the north end of West Boundary. It had been started as the Claflin & Campbell Paper Mill in 1863, but after a few years they moved to Maumee. The building was taken over in the 1870's by the Bowers & Curtis Dry Wood Pulp Manufactory, the first-named partner being the father of Dr. Isaac and Freeman Bowers.

The block bounded by Walnut and Cherry, Indiana and Third Streets became the site of rival stave factories producing flour barrel staves from elm and red oak. The Stevens Stave Factory was incorporated in 1868 and built on the west end of the block. At pretty much the same time the McGookey & Moore Factory was under construction east of the former.

A day's work in the stave factories ran from 7:00 a.m. until 6:00 p.m. if daylight permitted, and the work week was six days. Boys working at the simpler jobs earned 50 cents per day, while top wages of $3.50 were paid to the men running the stave-cutting machinery. The McGookey Factory was replaced in 1899 by William Witzler's electric light and power plant. The Stevens Factory gave way to construction of the Sheridan Wheel Company.

In 1865 Frederick Restal began a wooden bowl factory in the hollow on Indiana Avenue west of the jail. It, too, used cottonwood. By 1876 ownership had changed to Denison & Weddell, who later sold the business to Chapman & Sargent before the lack of raw material brought the end of the operation. Nearby was another saw mill started by Peter and William Witzler, later owned by Samuel F. Ryder, then by Hiram Wiltse and Son. Mr. Witzler also had a cabinet shop below Front Street near the end of Mulberry in 1875.

Construction of carriages and wagons was another leading industry of the last century. Hundreds of these, as well as cutters and bob-sleighs, bore the shop names of W. H. Hollenbeck, Peter Cranker & Sons, Fred Bader, Valentine Schwind, C. Perrin, and Herman Hegamaster. In addition to the blacksmith shops operated in connection with these, another was located on the Fremont Pike near Indiana Avenue by John and Adam Leydorf. A related industry was noted in 1876, the Ellis Patent Wagon Seat Manufactory at the northeast corner of Cherry and Third Streets. The Nichols & Little Saddle and Harness Factory was in business on Louisiana as early as 1844.

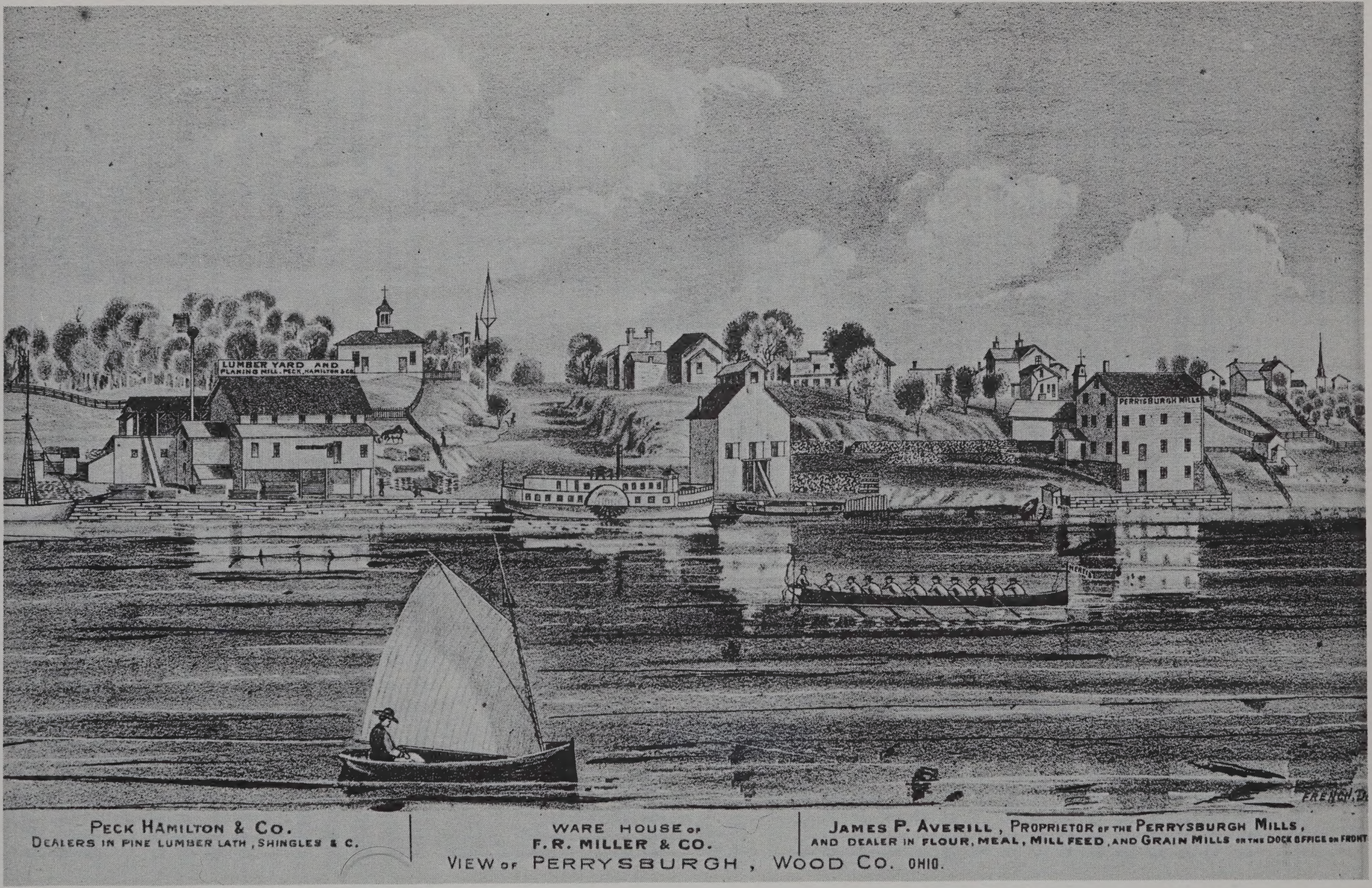
An iron foundry owned by George Brown and later called the Brown & Hunt Foundry and Machine Shop was on the north side of Front Street between Pine and Mulberry Streets in 1875. It produced cast iron plows, cast kettles, and box stoves, along with general foundry work.

An innovation in bed construction was introduced by Van Vleck and Son, manufacturers of spring beds with 96 spiral springs. The popularity of these in place of the usual ropes or wooden slats under straw or feather ticks kept the company working at full capacity until the building, west of George Getz's (later the Rheinfrank Hospital), burned in 1874.

John Hirth's Tannery was at the north end of Mulberry Street overlooking the river behind his home at 503 West Front Street. Built by the Weiland Brothers, the tannery was purchased by Mr. Hirth in 1856 and operated by him for some years. The Creps Tannery was between the alley and Third Street near Cherry.

The best known brickyard was Thornton's at the foot of Maple Street, now the site of Eden Park, where the building material for much local construction was made. Also on the river front near the foot of Locust Street, John Webb built a large ice house replacing a smaller one near the corner of Walnut and Third Streets. Here large cakes of ice cut from the river during the coldest months of winter were stored for sale during the summer. Delivery was made by horse and wagon throughout town. In addition, large quantities of Maumee River ice were shipped by rail to such distant markets as Cincinnati and Louisville.

Timber, too, was exported late in the 1800's, with large amounts going to Toledo and Cleveland for use as pilings under the foundations of large buildings. Hickory logs were also shipped for use in buggy wheels, sleigh runners, and axe and hoe handles.


LUMBER YARD AND
PLANING MILL. PECK, HAMILTON & CO.
PERRYSBURGH MILLS
FRENCH, D.
PECK HAMILTON & CO.
DEALERS IN PINE LUMBER LATH, SHINGLES & C.
WARE HOUSE OF
F. R. MILLER & CO.
JAMES P. AVERILL, PROPRIETOR OF THE PERRYSBURGH MILLS,
AND DEALER IN FLOUR, MEAL, MILL FEED, AND GRAIN MILLS ON THE DOCK OFFICE ON FRONT
VIEW OF PERRYSBURGH, WOOD CO. OHIO.

Perrysburg riverfront of 1875

The Peck & Averill Flour Mill was built in 1850 along the river west of the foot of Louisiana Avenue. It functioned under the subequent ownerships of James P. Averill (1867), Ross & Sisson (1876), and George Boetch (1894) before burning down on September 7, 1902.

Just west of the flour mill the Dayton & Michigan Railroad placed their pumping station between the Hydraulic Canal and the river to provide water for two immense storage tanks housed in a building along the tracks. A four-inch pipe connected the pumping station with the Third Street building. Soon the two neighboring stave factories contracted with the railroad for water, as did the box factory. Later the town officials made arrangements to attach to the pipeline in order to supply cisterns built on Front Street, Second Street, and at the corner of Louisiana Avenue and Second Street. The Fire Department was also permitted to get water for its pumper from the railroad's tanks.

This public-private water system lasted until Perrysburg's first municipal water system was approved by voters in 1905 and was operational by 1907. It consisted of a pumping station on the riverbank (the present headquarters of the Boat Club) but provided no treatment. In the spring when the river was high or after heavy rains, the water was too muddy for use. Artesian wells were drilled on the flats to find a purer source, but as the town grew the amount of usable water rapidly became inadequate. It was in 1953 that an $810,000 waterworks program solved the problem. This included a 16-inch supply main from Toledo to Perrysburg with a capacity of three million gallons daily, a 500,000-gallon reservoir, pumping station, storage facilities, a 250,000-gallon tank and tower. Since that time water has been supplied by the city of Toledo on a service contract. Construction was completed in 1959 on a sewage treatment plant on the flats near the Maumee-Perrysburg Bridge.

Fishing on the Maumee River was a business as well as a recreation during the past century. Professional fishermen, who were often French-Canadians, used large flat-bottomed boats carrying four to six oarsmen, a stearsman, and a large seine. Working at night, they regularly brought in six or eight bushels of fish, which were mostly sold to Toledo packing firms. The steamer Cora Lock made a round-trip to the city each day with the previous night's catch, which included sturgeon, pickerel, perch, grassy pike, rock bass, sauger, red horse, and sucker.

The Cora Lock, built in 1868 in Toledo for Captain L. C. Lock of Perrysburg

With the ending of the shipping era and that of the woodworking industries, Perrysburg became in the late 1800's almost entirely a residential community. The prominent exception to this was the continuation of successive wheel companies at the factory building on Third Street between Cherry and Walnut Streets. After its beginning as the Sheridan Company, it was operating as the National Wheel Company during the 1920's, when it was merged with three similar businesses in Toledo under the name of the American National Company. In September, 1941, the Perrysburg installation was purchased and incorporated as the Gendron Wheel Company, a notable name in the field of velocipedes, scooters, doll and baby carriages, wheel chairs, and other wheeled hospital equipment. Peter Gendron's original firm had been one of those merged into American National. During World War II production at Perrysburg was concentrated entirely on hospital vehicles, and some 25,000 wheel chairs were bought by government agencies.

The Perrysburg Tile & Brick Company was organized in 1904 by several prominent local businessmen—George Munger, A. J. Witzler, C. H. Hoffmann, Dr. H. R. Roether, and J. H. Wilson. The company, located south of Fort Meigs Cemetery, was bought in 1926 by Toledo Clay Products Company.

Area farmers in 1916 created the Perrysburg Grain and Seed Company and purchased grain elevators both at Perrysburg (at Elm and Third Streets) and at Lime City from Charles L. Maddy, who continued as manager. In 1952 the cooperative built a new elevator east of town on Avenue Road, and by 1961 had withdrawn from the installation on Elm Street, when the entire operation had been moved to Avenue Road.

The former site of the elevator on the west side of Elm Street was purchased by the board of Elm House, Inc. There ground was broken on November 26, 1965, for the construction of 32 rental units in four one-story buildings to provide apartments for retired Perrysburg residents. This new venture, sponsored by local churches, was financed by a loan of $337,000 from the Federal Community Facilities Administration.

The Superior Steel Wool Company was begun in 1922, and a factory was constructed between Fifth and Sixth Streets on Mulberry. Townspeople were urged to support the new industry through purchase of stock. It did not prove to be a successful undertaking, however, and the building was idle for some years before its purchase in 1937 by the Peters Stamping Company. As designers and producers of emergency brake levers, Peters has become a major supplier to the automotive industry. In 1954 nearly 12,000 square feet of space were added to the plant facilities. Current employment at Peters Stamping is 340.

Perrysburg's second largest industry of the present, in terms of the number of employees, is the Abbey Etna Machine Company, located on Avenue Road east of the city limits. Founded as the Etna Machine Company by E. F. Abbey in 1901, it was moved to Perrysburg from Toledo in 1956, was expanded in 1964, and now employs 140 workers. The chief product is fabricating machinery for the pipe and tube industry worldwide.

Two smaller industries were begun during the 1950's on Eckel Road southwest of town. The first was Glaskyd, Inc., created in 1950 by Dr. Arthur Howald and Dr. William C. Dearing for the manufacture of a plastic-type molding compound. American Cyanamid bought the company in 1962 and operates it as part of its Plastics and Resins Division. Nearby, the Pipeweld X-Ray Corporation was established in 1954 and has become a leading firm specializing in the use of radioactive isotopes for detection of flaws in pipeline welds, castings, and other metal products.

A recent arrival in Perrysburg has been the Master Chemical Corporation, which in June, 1963, completed a new building on West Boundary at the railroad. Employing 20 persons in the development and manufacture of cutting and grinding fluids for use in the metal-working industry, Master Chemical serves a market throughout the United States and Canada.

The 1961 announcement of the impending closing by the federal government of the Rossford Army Depot in Perrysburg Township resulted in the departure of numerous local families and a concern over the future of the more than 800-acre installation between Perrysburg and Rossford. During the intervening years, there has been the creation of the Penta-County Vocational School on a small portion of the site and the successful development of the remainder as Willis Day Industrial Park. The school serves 17 school districts in the five counties of Wood, Lucas, Fulton, Sandusky, and Ottawa, providing two years of specialized vocational training on both a secondary and a post-secondary level. The Industrial Park has thus far attracted 25 diverse industries, headed in size by Hunt Foods.

This type of growth in Perrysburg Township as this book has been written promises to date any current history even as it is being written. Groundbreaking ceremonies on December 7, 1965, accompanied the beginning of construction of a new Chrysler Corporation plant on Avenue Road near the Ohio Turnpike, where it is expected that up to 3,500 workers will be employed. Announcement of a new Owens-Illinois Company research complex to be located south of Perrysburg at the junction of the Dixie Highway and the new Routes 20 and 23 has been made.

Rather suddenly Perrysburg has been thrust back into the role of a bustling industrial community. As the town celebrates its 150 years of history, it may be written with assurance that there will be rapid and distinct changes to come just as there were many in the past. Many will resent these, as undoubtedly others did before, and many will welcome the challenges brought by the influx of new people and new ideas. Certainly, most will hope to retain the pleasant aura of suburban life which has been the pattern during the twentieth century and will hope for a continued appreciation for the old while planning wisely for the new.

Mayors of Perrysburg

THE FOLLOWING list has been compiled from mayors' dockets and council minutes with the exception of the names from 1835 to 1853, in which period those records were incomplete, and information presented was obtained from scattered holdings of the earliest newspapers on file at Way Library. From 1833 until 1905 municipal elections were held on the first Monday in April, and installation took place immediately thereafter. In 1905 the change was made to fall election, with officials taking office in January of the following year.

1833-35	John C. Spink
1835-37	John Hollister
1837-39	Henry Darling
1839-41	Daniel H. Wheeler
1844-	Hezekiah L. Hosmer
1846-48	John C. Spink
1848-49	W. H. Hopkins
1849-	Addison Smith
1853-54	Willard V. Way
1854-55	James Murray[1]
1855	Erasmus D. Peck[2]
1856-57	James Murray
1857-58	James Hood
1858-59	George W. Brown
1859-60	Jesse S. Norton
1860-62	James W. Ross
1862-63	Ebenezer Graham
1863-64	James W. Ross
1864-68	Frederick R. Miller
1868-70	Asher Cook
1870-72	James R. Tyler
1872-78	John H. Rheinfrank
1878-80	E. A. Higgins
1880-82	John H. Rheinfrank
1882-84	J. H. Pierce
1884-86	Fred Yeager
1886-88	J. H. Pierce
1888-90	Isaac S. Bowers
1890-91	James R. Tyler[3]
1891-94	Andrew Roach
1894-96	D. K. Hollenbeck
1896-00	Freeman E. Bowers
1900-01	Andrew Roach[4]
1901-02	Freeman E. Bowers
1902-03	J. M. Brown
1903-05	E. L. Kingsbury
1906-09	Freeman E. Bowers[5]
1909	Dan Klinger
1910-11	H. R. Roether
1912-13	E. L. Clay
1914-15	Christopher Finkbeiner
1916-17	H. R. Roether
1918-21	D. R. Canfield
1922-23	John O. Yeager
1924-27	Freeman E. Bowers
1928-31	William J. Veitch
1932-33	Freeman E. Bowers
1934-43	John W. Lyons[6]
1943-45	S. O. Richardson
1946-47	J. R. Thornton[7]
1947	S. O. Richardson
1948-51	Edward Meyer
1952-55	W. D. Livingston
1956-59	Lloyd Neiderhouse
1960-65	Floyd Thornton
1966-	Lloyd Neiderhouse

---

[1] Addison Smith won the April, 1854, election but failed to qualify, and James Murray was appointed in his place.

[2] Dr. Peck was elected to the Ohio General Assembly in October, 1855, and resigned as mayor in December.

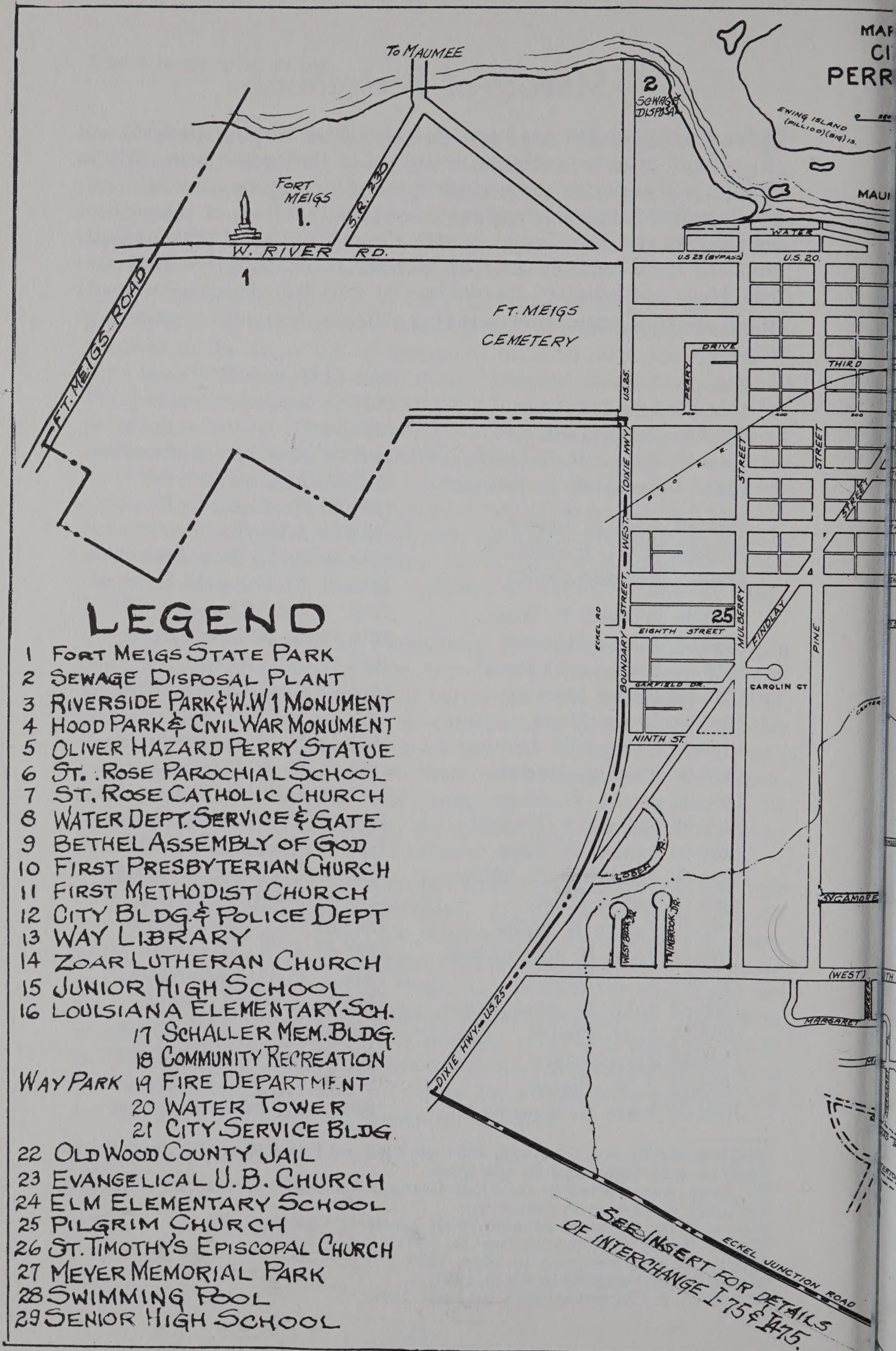
[3] Mayor Tyler resigned because of ill health in October, 1891.

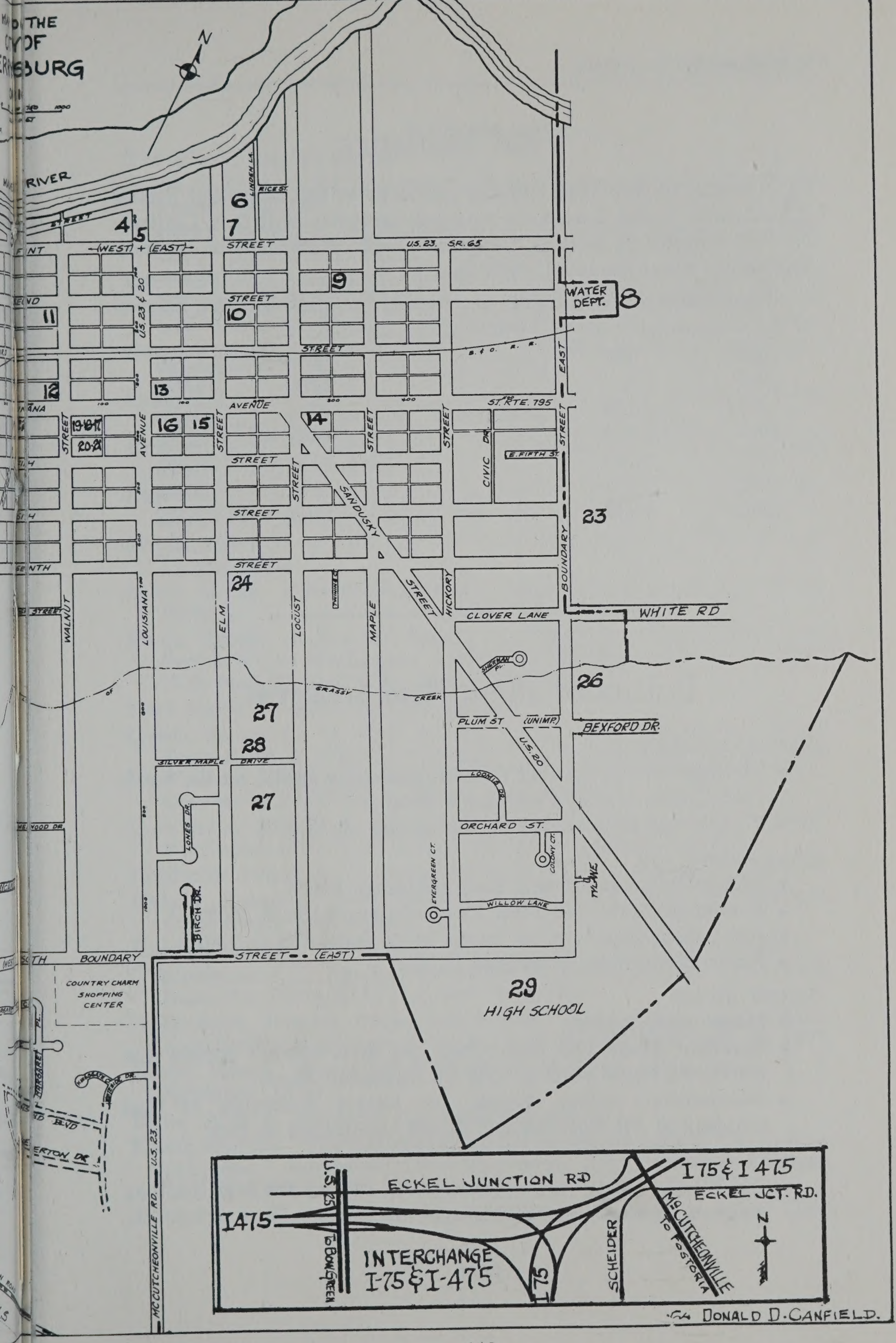
[4] Mayor Roach died September 14, 1901.

[5] Mayor Bowers resigned in May, 1909.

[6] Mayor Lyons resigned in April, 1943.

[7] Mayor J. R. Thornton died in July, 1947.


To MAUMEE
2
SEWAGE DISPOSAL
EWING ISLAND (PILLIOD)(BIG) IS.
FORT MEIGS
1.
S.R. 230
W. RIVER RD.
1
FT. MEIGS ROAD
FT. MEIGS CEMETERY
WATER
U.S 23 (BYPASS)
U.S. 20.
DRIVE
PERRY
THIRD
U.S. 25.
(DIXIE HWY)
STREET
STREET
STREET
25
ECKEL RD
BOUNDARY STREET, WEST
EIGHTH STREET
MULBERRY
FINDLAY
PINE
GARFIELD DR.
CAROLIN CT
NINTH ST.
LOBER DR.
WEST BROOK DR.
TWINBROOK DR.
SYCAMORE
(WEST)
MARGARET
DIXIE HWY. U.S.25
ECKEL JUNCTION ROAD
SEE INSERT FOR DETAILS OF INTERCHANGE I-75 & I475.
LEGEND
1 FORT MEIGS STATE PARK
2 SEWAGE DISPOSAL PLANT
3 RIVERSIDE PARK & W.W1 MONUMENT
4 HOOD PARK & CIVIL WAR MONUMENT
5 OLIVER HAZARD PERRY STATUE
6 ST. ROSE PAROCHIAL SCHOOL
7 ST. ROSE CATHOLIC CHURCH
8 WATER DEPT. SERVICE & GATE
9 BETHEL ASSEMBLY of GOD
10 FIRST PRESBYTERIAN CHURCH
11 FIRST METHODIST CHURCH
12 CITY BLDG. & POLICE DEPT
13 WAY LIBRARY
14 ZOAR LUTHERAN CHURCH
15 JUNIOR HIGH SCHOOL
16 LOUISIANA ELEMENTARY SCH.
17 SCHALLER MEM. BLDG.
18 COMMUNITY RECREATION
WAY PARK 19 FIRE DEPARTMENT
20 WATER TOWER
21 CITY SERVICE BLDG.
22 OLD WOOD COUNTY JAIL
23 EVANGELICAL U.B. CHURCH
24 ELM ELEMENTARY SCHOOL
25 PILGRIM CHURCH
26 ST. TIMOTHY'S EPISCOPAL CHURCH
27 MEYER MEMORIAL PARK
28 SWIMMING POOL
29 SENIOR HIGH SCHOOL


THE
OF
BURG
N
RIVER
STREET
4
5
6
7
LINDEN LA.
RICE ST.
(WEST) + (EAST)
STREET
U.S. 23. SR. 65
9
STREET
WATER DEPT.
8
11
10
U.S. 23 & 20
STREET
B. & O. R. R.
12
13
AVENUE
ST. RTE. 795
14
19-18-17
20-21
16
15
STREET
AVENUE
STREET
STREET
STREET
CIVIC DR.
E. FIFTH ST.
STREET
SANDUSKY
STREET
STREET
EAST
BOUNDARY
STREET
23
24
STREET
WALNUT
LOUISIANA
ELM
LOCUST
MAPLE
HICKORY
CLOVER LANE
WHITE RD
SHERMAN PL.
GRASSY
CREEK
26
27
28
27
PLUM ST
(UNIMP.)
BEXFORD DR.
U.S. 20
SILVER MAPLE
DRIVE
LOOMIS DR.
LONES DR.
ORCHARD ST.
COLONY CT.
EVERGREEN CT.
WILLOW LANE
IVY LANE
BIRCH DR.
BOUNDARY
STREET
(EAST)
COUNTRY CHARM SHOPPING CENTER
29
HIGH SCHOOL
MARGARET PL.
BLVD
ERTON DR.
McCUTCHEONVILLE RD.
U.S. 23
ECKEL JUNCTION RD
I 75 & I 475
ECKEL JCT. RD.
I475
U.S. 25
TO BOWLING GREEN
INTERCHANGE
I-75 & I-475
I 75
SCHEIDER
McCUTCHEONVILLE TO FOSTORIA
N
Donald D. Canfield.

Vital Statistics

A MARKER on the Way Library property at the northeast corner of Indiana and Louisiana Avenues indicates that it is Latitude N41° 33 minutes 25 seconds, Longitude W83° 37 minutes 54 seconds. The height above sea level is 632 feet.

Populations of Perrysburg, as listed by the United States Bureau of the Census, have been as follows:

1830	182	1900	1,766
1840	....	1910	1,913
1850	1,779	1920	2,429
1860	1,494	1930	3,182
1870	1,835	1940	3,475
1880	1,909	1950	3,989
1890	1,747	1960	5,519

Points of Historical Interest

West River Road

- The Spafford house, built during the early 1820's, on the Spafford Grant west of Fort Meigs Road
- Fort Meigs constructed in the spring of 1813

Front Street

- Numerous houses dating from the early 1830's
- Exchange Hotel, 140 West Front Street, built in 1823
- Hood Park and Soldiers' Monument, dedicated in 1902
- Perry Monument, dedicated in 1937

Second Street

- Many early homes
- Carranor Hunt and Polo Club, 502 East Second Street, the converted home built in 1848 by Nathaniel Blinn
- Perrysburg's oldest church, the Bethel Assembly of God building at 331 East Second Street, completed in 1849

Indiana Avenue

- Old Wood County Jail, constructed in 1847 at 240 West Indiana Avenue, now converted into apartments

BIBLIOGRAPHY

The Blade, various issues

Buley, R. C. *The Old Northwest.* (Bloomington: Indiana University Press, 1950) 2v.

Canfield, Dwight R. *Four Families of the Black Swamp.* (Perrysburg: The Author, 1949)

Commemorative Exercises at Unveiling and Dedication of the Fort Meigs Monument, September 1, 1908. Maumee Valley Pioneer and Historical Society, 1909.

Commemorative Historical and Biographical Record of Wood County, Ohio. (Chicago: J. H. Beers, 1897)

Cook, Asher. "In Memoriam," *Transactions of the Maumee Valley Historical Association* at Toledo, February 22, 1877.

Downer, Edward T. *Ohio Troops in the Field.* (Columbus: Ohio State University Press, n.d.)

Downes, Randolph. *History of Lake Shore Ohio,* v. 1 (New York: Lewis Historical Publishing Co., 1952)

Doyle, John H. *A Story of Early Toledo.* (Bowling Green: Van Tassel, 1919)

Evers, C. W. *Pioneer Scrapbook.* (Bowling Green: The Author, 1910)

Foote, Sarah. *A Journal Kept . . . While Journeying With Her People From Wellington, Ohio, to Footeville, Wisconsin, April 15 to May 10, 1846.* Ohio State Library.

Fort Meigs Reveille, various issues.

Green, James A. "A Visit in 1929 to the Sites in Western Ohio of Forts Built by Generals Arthur, St. Clair, Anthony Wayne and William Henry Harrison," *Ohio Archaelogical and Historical Quarterly, XXXVIII,* no. 4 (October, 1929)

Gunderson, Robert G. "The Fort Meigs Whig Celebration of 1840," *Northwest Ohio Quarterly,* XXI, no. 2 (Spring, 1949)

Hackman, Frank M. *It Happened Here.* (Lima: Franklee, 1958) 2v.

Harper, Robert S. *Ohio Handbook of the Civil War.* (Columbus: Ohio Historical Society, 1961)

Hatcher, Harlan. *Lake Erie.* (Indianapolis: Bobbs-Merrill, 1945)

Himmelman, J. C. *Random Recollections of Perrysburg, Ohio,* taken from the *Perrysburg Journal,* 1916-1922.

Hollenbeck, Francis. "Jonathan Perrin," *Transactions of the Maumee Valley Historical Association* at Toledo, February 22, 1877.

Howe, Henry. *Historical Collections of Ohio.* (Cincinnati: C. J. Krehbiel, 1904)

Hunt, John E. *Memoirs.* (Unpublished, 1877)

Kaatz, Martin. "The Settlement of the Black Swamp of Northwestern Ohio," *Northwest Ohio Quarterly, XXV,* nos. 1-4 (Winter, 1952/53-Fall, 1953)

Klippart, J. H. "Condition of Agriculture in Ohio in 1876," *Ohio*

State Board of Agriculture 31st Annual Report, 1876.

Knapp, H. S. *History of th Maumee Valley.* (Toledo: Toledo Blade Mammoth Printing and Publishing House, 1872)

"Letter to Governor Mason from Jonathan Winder and J. S. Rowland, April 4, 1835," *Message from the President of the United States,* with documents in relation to the boundary line between Ohio and Michigan Territory, December 10, 1835.

Maurer, Maurer. "Navigation at the Foot of the Maumee Rapids," *Historical Society of Northwestern Ohio Quarterly Bulletin, XV,* no. 3 (July, 1943)

The Messenger, various issues

Miami of Lake Erie, various issues

Moran, W. Royce. "The Maumee Power House," *Northwest Ohio Quarterly, XXI,* no. 2, (Spring, 1949)

Ohio Whig, various issues

Osborn, John R. "Recollections of the Bench and Bar of the Maumee Valley," *Transactions of the Maumee Valley Historical Association,* held at Toledo, February 22, 1877

One Hundred Years, 1863-1963. (Perrysburg: Saint Rose Parish 1963)

Perrysburg Journal, various issues

"Perrysburg Postal History," *Dedication Program of New Post Office,* May 18, 1941

Peters, William E. *Ohio Lands and Their History,* 3d ed. (Athens: The Author, 1930)

Prince, B. F. "Joseph Vance and His Times," *Ohio Archaeological and Historical Society Proceedings, XIX,* no. 3 (July, 1910)

Ratigan, William. *Great Lakes Shipwrecks and Survivals.* (New York: Eerdman, 1960)

Rule, Glenn K. "The Old Black Swamp," *Ohio Farmer, CCVII,* no. 9 (May 6, 1961)

Schreiber, Harry N. "The Ohio Canal Movement, 1820-1825," *Ohio Historical Quarterly, LXIX,* no. 3 (July, 1960)

Scott, Frank J. "Susan Wakeman Scott," *Woman's Part in the Pioneer Home Life.* Maumee Valley Pioneer Association, 1895

Sherman, C. E. "The Ohio-Michigan Boundary," being vol. I. of the *Final Report* of the Ohio Co-operative Topographic Survey. Ohio State Reformatory, 1916

Slocum, Charles E. *History of the Maumee River Basin.* (Defiance: The Author, 1905)

Smith, Cecil D. "Major Amos Spafford," *Northwest Ohio Quarterly, XX,* no. 4 (Autumn, 1948)

Smith, Denison B. "Paper," *Addresses, Memorials and Sketches.* Maumee Valley Pioneer Association, 1897

Smith, John A. *The History of Maumee.* (Toledo: Henry M. Schmit, 1924)

U. S. Congress. *Debates and Proceedings in the Congress of the United States,* 14th Congress, First Session, December 4, 1815-April 30, 1816

U. S. House of Representatives. *House Documents,* First Session, 24th Congress of the United States, I, no. 7 (1835)

Van Tassell, C. S. "Historical Highlights of Wood County," *Sentinel Tribune*

Van Tassel, C. S. *Men of Northwestern Ohio* (Bowling Green: The Author, 1898)

Van Tassel, C. S. *Stories of America and Americans* (Historical Publishing Co.)

Waggoner, Clark. "The Pioneer Press of the Maumee Valley," *Transactions of the Maumee Valley Historical Association,* held at Toledo, February 22, 1877

Waggoner, Clark. *History of the City of Toledo and Lucas County, Ohio.* (Munsell, 1888)

Way, Willard V. *The Facts and Historical Events of the Toledo War of 1835.* (Toledo: Toledo Daily Commercial Steam Book, 1869)

Webb, Beatrice. *The Gendron Wheel Company.* (Unpublished, 1956)

Webb, Beatrice. *History of Perrysburg Courthouse.* (Unpublished, 1957)

Webb, Beatrice. *A History of the Perrysburg Post Office.* (Unpublished, 1958)

Webb, Beatrice. *History of the Village of Perrysburg, Ohio.* (Unpublished, 1959)

Webb, Beatrice. *Perrysburg Fire and Water Departments.* (Unpublished, 1955)

Webb, Beatrice. *Perrysburg Police Department.* (Unpublished, 1959)

Williams County Directory, 1883-1884

Winter, Nevin O. *A History of Northwest Ohio,* v. 1. (Chicago: Lewis, 1917)

Winter, Nevin O. *The Romance of the Maumee Valley.* (Toledo: Ohio Savings Bank & Trust Company, 1929)

Zoar, Haven of Refuge These 100 Years. (Perrysburg: Zoar Lutheran Church, 1950)

Index

—A—
Abbey Etna Machine Company 109
Ague 12, 37
Allen, David 27
Allen, Seneca 17
Allen, W. H. 64
American Cyanamid 109
American Field Service 71
American Legion 68
American National Company 108
Amon, John J. 100
Amon family 35
Annexations 48
Antelope (Schooner) 22
Anthony Wayne (Steamer) 22, 32
Attorneys 21, 87
Auglaize Township 19
Ault, Martin 75
Ault family 35
Automobiles 47, 101, 102
Averill, James P. 107
—B—
Bader, Fred 105
Badger, Joseph 33, 80
Bailey, J. W. 89
Baird House 96
Baldoni, Louis P 86
Bands 74
Banks 97, 99
Baptist Church 79, 81
Barlow, H. P. 18, 56
Barton, John 64
Barton, R. P. 93
Barton, William 93, 94
Baseball 69, 74, 75
Bateman, C. T. 64
Bates, John 91
Bates, Margaret 68
Bayer, Raymond 28, 52
Bayer's Implement Store 52
Beach, Anna 57
Beach, Gilbert 91, 92
Beach, Schuyler 92
Beaver Creek 39
Bee-Hive 44
Belle (Steamer) 40
Bellefontaine 25, 26
Bellevue 25
Bennett, Henry 87
Bethel Assembly of God 83, 84, 114
Black Swamp 9, 12, 14, 21, 25, 26, 33, 37, 39, 40
Blackmore Harness Store 93
Blacksnake (Schooner) 13, 17, 22
Blass, James 101
Blinn, Nathaniel Doan 95, 114
Blinn & Jennison 100, 103
Blinn family 35
Blue, Ed L. 74, 89
Boat Club 75, 107
Bostwick, O. A. 92
Bourne, Alexander 13
Bowers, Freeman E. 48, 104, 111
Bowers, Helen A. 67
Bowers, Isaac S. 85, 86, 94, 104, 111
Bowers, Merlin 86
Bowers & Curtis Dry Wood Pulp Manufactory 104
Bowers Hospital 86
Bowling Green 25, 42-44, 52
Boy Scouts 71
Brady, Sam 21
Brandhuber, Joseph 72
Braun. Charles 98. 102
Bridges 23, 24 (ill.), 37, 49, 107
Brigham, Loomis 19
Broer, Carleton 33
Brookfield, William 13
Brown, George 105, 111
Brown, J. M. 46, 111
Brownstown Treaty 25
Bruce, Seth 37
Buffalo, New York 14, 20, 32
Buses 36, 47
Buttonwood Island 35
—C—
C and F Variety Store 97
Campbell, Samuel B. 87
Canada 16, 40
Canadian Militia 11
Canals 30, 35
Canfield, Dwight R. 68, 85, 86, 111
Caroline (Schooner) 22
Carranor Hunt and Polo Club 75, 76, 114
Cass, Lewis 13, 31
Catholic Church, St. Rose 35, 81-83
Cemeteries 36
Centennial 73 (ill.), 74
Centennial Block 79, 80, 93
Champaign County 16, 91
Champney, Edith Chapman 68
Champney Block 53
Champney Drug Store 93, 94 (ill.)
Chapin, Henry S. 89
Chapman, Eugenia Beach 57
Chapman, Gertrude 86
Chapman & Sargent Wooden Bowl Factory 104
Chappel, Joshua 49
Charles, James 54
Charter 29
Charter Commission 48
Chautauqua 60, 76
Chautauqua Literary and Scientific Club 70
Chicago (Steamer) 32
Cholera 37-39
Cholette, John 91
Chrysler Corporation 110
Chubb, R. H. 42
Cincinnati 25, 30, 42, 105
Circus 74
Citizens Banking Company 93, 97, 102

Civil War 40-42, 81
Claflin & Campbell Paper Mill..104
Clark, Silmon 88, 89
Clay, E. L. 111
Clay, Green 11, 12
Clegg, R. S. 101
Clergymen 78-84
Cleveland 14, 22, 25, 26, 30, 35, 40, 73, 93, 105
Clouse, Monte 102
Coffinberry, Andrew 87
Cole, Ralph L. 64
Commodore Perry (Steamer) 22, 32, 35
Community Recreation, Inc. 44
Comstock, Harry 75
Comstock, Howard 75
Comstock, William 94
Conant, H. H. 92
Confederate Army 41, 42
Connecticut Reserve 25, 80
Cook, Asher 40, 87, 111
Cook, Mrs. Asher 37
Cook, Jim, Livery Stable ..53, 101
Cook, Morris B. 75, 98
Cora Lock (Steamer) .107, 108 (ill.)
Corn Cob Hill 72
Cornelius family 35
Cornell, S. H. 64
Cosgrove, F. G. 64
Country Charm Shopping Center 102
Cranker, John 28
Cranker, Peter 101, 105
Creps, George W. 101
Creps, John 92
Croft, John 41, 73
Crogansville *see* Fremont
Crook, William 96
Cummins Auto Sales 102
Curtis, Jairus 19
— D —
Danford, Ardath 67
Danz, Helen 67
Danz, Rudolph 94, 100
Darling, Henry 88, 111
Darling, Nelson 28
Daughters of Rebekah 70
Davis, Jacob 96
Davis, Oliver 75
Dayton 14, 30
Dearing, William C. 109
Defiance 26, 30
Democrat, The 88
Democratic Post, The 88
Denison & Weddell Wooden Bowl Factory 104
Detroit 9, 10, 12-14, 16, 20, 22, 25
Dibling, Charles 93
Dick, Samuel M. 64
Ditches 39
Divine Word Seminary 83
Dixie Garage 102
Dixie Highway 48
Dodge, Henry H. 87
Dolliver, Edy 92
Douglas, James L. 103
Dowling, Charles 97
Dowling, Matthew 28
Dowling, Patrick F. 97
Drill teams 74
Driver, Thomas 26
Dudley, William 11
Dustin, Nathaniel 85
— E —
Eagle Hotel 92
Eagle (Schooner) 22
Eastern Hotel 92
Eberly, F. C. 99
Eberly, John 99
Eckel Junction Road 48
Eden Park 105
Electric power 51, 104
Ellis, J. S. 64
Ellis Patent Wagon Seat Manufactory 105
Elm House, Inc. 109
Elm Street School .....61, 62 (ill.)
Elmore 21
Elyria 35
Enright, Ross 51
Episcopal Church, St. Timothy's.84
Erie Canal 30
Evangelical United Brethren Church, Grace 80, 83
Evans, G. J. 100
Ewing, J. W. 64
Ewing, Samuel 17, 49
Exchange Bank 39, 97
Exchange Club 71
Exchange Hotel ....20 (ill.), 21, 29, 37, 50, 86, 92, 114
— F —
Fairport, Ohio 23
Fallen Timbers, Battle of 9
Farmers Hotel 92
Favorite (Schooner) 22
Ferry 23
Fifth Street 48
Finkbeiner, Art 95, 97
Finkbeiner, Christopher..28, 41, 111
Fire Department 51, 107
Fire Station 69
Fires 36, 44, 51-54, 57, 92, 95
Fishing 107
Fitzgerald Building 53
Fleming, James 54
Foley, Norman 85
Forbes and Robertson Box Factory 104
Forsyth, Robert 14
Fort Defiance 11, 56
Fort Findlay 11, 25, 26
Fort Greenville 9
Fort Meigs ..10-13, 16, 17, 21, 22, 25, 29, 32, 33, 48, 49, 55, 56, 114
Fort Meigs Cemetery 11, 36, 48, 80, 108
Fort Meigs Monuments.33, 34 (ill.)
Fort Meigs Reveille 88

Fort Meigs Rifles 40
Fort Meigs Road 48
Fort Miami 10-12, 16, 55
Fort Stephenson 12
Fort Wayne 22, 26, 56
Fourth of July celebrations 74
Fowler, William 91
France Stone Company 88
Franklin County 16
Franklin House 92
Fraser, James 86
Frederick, Anne E. 67
Fremont 11, 12, 14, 25, 26
Fremont Pike 25, 26
Front Street ...17, 18, 20, 29, 30, 40, 47, 87, 92, 114
Frontenac 16
Fuller, Alex C. ....95 (ill.)
Fuller, Hubbell 95
Fulton, John 31
Fulton County 110

—G—

G.A.R., Wolford Post 42
Gaertner, H. J. 64
Gazelle (Schooner) 22
Gendron Wheel Company 108
General Scott (Steamer) 32
General Vance (Steamer) 22
German immigrants 35, 82
German Lutheran Church 81
German Methodist Church 79
Getz, George 85, 92, 93, 105
Gibbs, Almon 17
Gilead *see* Grand Rapids
Gillis, W. R. 39
Glaskyd, Inc. 109
Gordon, Joseph 26
Gorman, Margaret 98
Gorman View 48
Graham, Ebenezer 100, 111
Grand Rapids, Ohio 22, 37, 39
Grand Rapids River 39
Grant, Ulysses S. 41
Graves Motor Sales 102
Greene County 16
Greenhalgh, George P. 75, 76
Griffith, G. P. (Steamer) 23
Griss, Fred 96
Guerriere (Schooner) 22, 23

—H—

Hall, H. H. 91, 92
Hall, J. A. 95
Hall, James Manning 27, 91
Halsted, John 53
Hamilton, H. A. 39, 85,92
Hancock County 19
Hanson, N. L. 75, 97

Harland Bartholomew Associates 48
Harris, William 31
Harrison, William Henry 9-12, 21, 32, 33
Hart, Betty 88, 89
Hart, Leslie E. 88
Hartsing, Chris 54
Haskell, W. S. 64
Hawley, David 14, 17
Hayes, James 28
Hayes Brothers 33
Hayes Travel Agency 93
Haylor, D. A. 64
Hegamaster, Herman 105
Henry County 19
Herrick Furniture Factory 104
Higgins, E. A. 89, 111
Hillabrand, Frederick 92, 93
Hillabrand family 35
Hills, Allan 27
Hirst, Frank 103
Hirth, John 105
Hitchcock, W. J. 100
Hitchock Stave Works 51
Hoffman, Mrs. Pheatt 103
Hoffmann, A. R. 89
Hoffmann, John 54, 98
Hoffmann Brothers Grocery ....98, 99 (ill.)
Hoffmann family 35
Hollenbeck, D. K..42, 87, 96, 98, 111
Hollenbeck, Francis 64, 87
Hollenbeck, William H. ..28, 79, 105
Hollister, B. F. 100
Hollister, John 21, 24, 27, 33, 53, 70, 77, 86, 91, 92, 111
Hollister, William 21, 91
Homes ....30, 53 (ill.), 114
Honner, Emil 89
Hood, James 111
Hood, John 72
Hood Park 72, 103, 114
Hood's Store 93
Hoover, H. M. 104
Hoover family 97
Hopkins, W. H. 111
Hosmer, Hezekiah 50, 111
Hosmer, S. T. 88
Houck, C. W. 94
Hough, Charles 75
Houston Store 92
Howald, Arthur 109
Hubbard, Thomas A. 64
Hubbell, Daniel 17, 18
Hulburd, Harriet 66, 67, 97
Hull, Isaac 21
Hull, Levi 49
Hull, William 9, 10, 14, 91
Hunt, John E. 14
Hunt Foods 110
Huntington, Elijah 27, 37, 49, 50
Huron 25
Huron Presbytery 79
Hydraulic Canal 35, 39, 104, 107

—I—

I.O.O.F. 70
I.O.O.F. Hall 102
Ice 23, 24, 105
Independent, The 88

Indiana 16, 32
Indiana Avenue 19, 48, 65, 114
Indians 10-14, 21, 35, 80
Inman, Lulu 86
Inscho & Champney Pharmacy 93
Inscho & Rheinfrank Pharmacy 93
—J—
Jackson, Andrew 12, 31
Jackson Cut-Off 39
Jarvis, E. D. 64
Jennison, Victor 56
Jezzard, Fred 98
John Hollister (Schooner) 22
John Marshall (Steamer) 22
Just Right Cleaners 93
—K—
Kathleen's Gift Shop 96
Kazmaier, H. A. 75, 96 (ill.)
Kazmaier Brothers Grocery 98
Kelley, J. B. 104
Kellogg, Daniel M. 27
Kellogg & Wheeler 91
Kelsey & Freeman Lumber Company 98
Kennedy, W. S. 64
Kentucky Militia 11, 33
Kingsbury, E. L. 93, 94, 111
Kirk, B. F. 51
Klinger, Dan 111
Knerr's Shoe Shop 52
Knights of Pythias 70
Knoll, John G. 28
Knowles, John 50
Koch, Charles L. 98, 104
Krauss' Restaurant 50
—L—
Ladd, David 23
Ladies Reading Club 70
LaFarree, James 54
Lake Erie 10, 12, 23, 25, 30, 31
Lake Erie (Schooner) 22
Lake Michigan 31
Lake Township 88
Lampman, Mabel 67
Lawrence, H. C. 92
Leaf, Clemens 28, 98
League of Women Voters 71
Lee, Robert E. 31, 41
Lewis, John 49
Leydorf, Adam 105
Leydorf, John 105
Leydorf Building 102
Librarians 67
Lima 26
Lincoln, Abraham 40
Lindsay, Daniel 103
Lions Club 71
Little Star (Steamer) 32
Livingston, W. D. 111
Lock, L. C. 108
Logan County 16, 17
Louisiana Avenue 18, 26, 39, 46-48, 73
Louisiana Avenue School 56-60 (ill.), 62
Louisville, Kentucky 105
Lower Sandusky *see* Fremont
Lucas, Henry 98
Lucas, Robert 31, 77
Lucas County 16, 19, 23, 24, 31, 33, 42, 44, 110
Lucas County Library 11
Luckey 88
Lutheran Church, German 81
Lutheran Church, Zoar 81, 82 (ill.)
Lutheran Church of the Master 82
Lyons, John W. 111
—M—
McAllister, Frank 21
McArthur 11
McArthur, Duncan 14
McAuley, James R. 86
McCutcheonville Road 26, 48
McGookey & Moore Stave Factory 104
McKnight, J. H. 100
McKnight, Rebecca Webb 37
McKnight, Thomas R. 17, 26, 27, 37
McMahan, Edward 41
MacNichol, George P., Jr. 76
Maddy, Charles L. 75, 109
Mahr, Fred 98
Mail carriers 14, 26
Mandell, Henry 91
Marti, Louis C. 89
Mary Jane (Schooner) 22
Mason, Stevens T. 31, 32
Masonic Society 70
Master Chemical Corporation 110
Master plan 48
Matzinger Lumber Company 98, 104
Maumee 9, 11, 14, 17, 18, 21, 23, 24, 26, 30, 35, 37, 39, 49, 55, 74, 83 88, 104.
Maumee and Western Reserve Road 25, 26, 40
Maumee Express 88
Maumee Mission 80
Maumee Presbytery 79
Maumee Rapids 10, 22, 25
Maumee River 10, 13, 19, 22, 29-31, 39, 42, 107
Maumee River Times 88
Maumee Road lands 25
Maumee Treaty 14, 35
Maumee Valley 12, 21, 29, 33, 35, 83, 88, 91
Maumee Valley Democrat 88
Maumee Valley Pioneer Association 29, 70
Maumee Valley (Schooner) 22
Mayors 29, 111
Meigs, Josiah 13
Meigs, Return Jonathan 10
Messenger, The 88
Methodist Church, First 49, 56, 77 78 (ill.)
Methodist Church, German 79
Meyer, Edward 111
Miami, Port of 9

Miami Canal 30
Miami-Erie Canal 23, 30, 31
Miami of Lake Erie 88
Miami of the Lake 88
Michigan 16, 31, 32
Michigan (Schooner) 22
Millbury 88
Miller, Frederick R. 93, 111
Mills, Charley 100
Mills, William 53, 54
Mills Hardware 96
Mission, Maumee 80
Moderwell, Eleanor 67
"Mohawk" steam engine 51
Monclova 18
Monroe, James 31
Monroe, Michigan 10
Moser, E. W. 102
Moser, George 100
Moser Building 76
Munger, George J. 28, 108
Munger, Harold C. 67
Munger, Harold H. 61, 67
Munger Brothers Meat Market.100
Munger family 35
Municipal Court 88
Municipal Jail 69
Municipal Offices ..45, 69 (ill.), 88
Murray, James 111

—N—

Name 13
National Union 70
National Wheel Company 108
Nearing, Guy 18
Neiderhouse, Lloyd 111
Neried Boat Club 75
New Century Club 21, 70, 71
New Orleans 12
New York 30, 32, 88
Newspapers 29, 88-90
Niagara frontier 16
Nichols & Little Saddle and Harness Factory 105
Nietz, J. A. 64
Northwest Territory ..10, 12, 13, 16
Northwest Democrat 88
Norton, Charles M. 101
Norton, Chester W. 92
Norton, Jesse S. 97, 111

—O—

Oblinger, F. J. 89
O'Connor, Edward 41
Ohio and Erie Canal 30
Ohio General Assembly..16, 25, 26, 29, 31, 39, 42, 43, 88
Ohio-Michigan boundary 30-32
Ohio Whig 88, 89, 91
Olney, Edward 57, 64
Orchestras 74
Order of Eastern Star 70
Ordinance of 1787 ....30, 31
Orleans 9, 10, 13, 17, 18, 21, 24, 49, 55, 56, 70, 86, 91
Orser, Horace 54
Ottawa County 14, 110
Ottawa Indians 35
Owens-Illinois Company 110

—P—

Palace Theatre 76, 98
Parent Teachers Association 68
Park, James J. 103
Parke, Harry 76
Parking 48
Parks 65, 68, 69, 72, 103, 105, 114
Paulding County 19
Peck, Erasmus D. 37, 39, 53, 85, 86, 91-93, 95, 111
Peck, Henry E. 43, 93
Peck, Persis 37
Peck & Averill Flour Mill 107
Peck & Robertson Drug Store ...92
Peck, Hamilton & Company 103
Pember, R. 23
Pennsylvania 25, 32-34, 40
Penta-County Vocational School 110
Peoples Press, The 88
Perrin, Amelia W. 55, 56
Perrin, C. 105
Perrin, Jonathan 30
Perry, Oliver Hazard 12, 13, 73
Perry Monument 73, 114
Perry Petite Shop 100
Perrysburg & Findlay Plank Road Company 25
Perrysburg Banking Company ..99
Perrysburg Boosters Club 68
Perrysburg Civic Association 71-73, 76
Perrysburg Community Orchestra 74
Perrysburg Flour Mill 52
Perrysburg Gospel Center 83
Perrysburg Grain & Seed Company 109
Perrysburg High School ..60 (ill.), 61, 63-65 (ill.), 68, 71
Perrysburg Hospital 86
Perrysburg Improvement Association 71, 72
Perrysburg Journal 43, 88, 89
Perrysburg Journal office ....40, 89 (ill.), 92
Perrysburg Lyceum 70
Perrysburg Messenger-Journal .88
Perrysburg Motor Sales 102
Perrysburg News 88
Perrysburg Nursing Home 85
Perrysburg Star 88
Perrysburg Tile & Brick Company 108
Perrysburg Township 13, 19, 20, 69, 110
Perrysburg Township Fire Station 44
Perrysburg Township Hall ....44, 45 (ill.), 52, 76
Peters Stamping Company 109
Pew, Robert C. 76

Pfister, George 98
Phillips, I. W. 64
Phoenix Building 94-96, 102
Physicians 85, 86
Piatt's Bakery 99
Pierce, James H. 41, 42, 111
Pierson, Robert M. 64
Pilgrim Church 83
Pilot (Schooner) 22
Pine Street School ....63 (ill.)
Pipeweld X-ray Corporation ..109
Piqua 26
Pittsburgh Blues 34
Platting 13
Police Department 51
Polk, James K. 21
Polo 75, 76
Pomeroy, William F. 28
Population 48, 114
Port Clinton 35
Port Lawrence 31
Portage 11
Portage River 14, 39
Porter, George 49
Portsmouth 30
Post Office ....26, 27 (ill.), 88
Postmasters 27, 28
Powell, Thomas W. 17, 56
Powers, George 91, 95
Powers, John 28, 42, 95
Pratt, William 17
Pray, John 17, 18
Presbyterian Church, First
  United 50, 52, 56, 66, 79, 80, 93
Presbyterian Church, Walnut
  Street 79
Princeton (Steamer) 22
Pringle, Jacob 75
Proctor, Henry 10-12
Providence, Ohio 37
Putnam County 19

— R —

Railroads 35, 36, 40, 98, 107
Raisin River 10
Recreation Building 69
Reiss, S. 101
Restal, Frederick 104
Reznor, W. P. 91
Reid, John H. 27
Reid, Robert 91
Republican, The 88
Reveille Building 101
Rheinfrank, Eugene 74
Rheinfrank, J. H. 74, 85, 93, 111
Rheinfrank, William H. 85
Rheinfrank Hospital 85, 93, 105
Richardson, Isaac 49
Richardson, S. O. 111
Richmond, Kentucky 42
Riggle, C. A. 64
Rinehart, John S. 64
River Road 33, 48, 114
Roach, Andrew 111
Roads 23, 25, 39
Roberts, A. A. 98
Roberts, Leonard G. 54
Robertson, James 37, 39, 85
Robison, Phyllis 67
Roby, Charles C. 23
Roby & Thompson Dry Goods ..101
Roche-de-Boeuf 49
Rochester (Steamer) 32
Rocky Ford 39
Roether, Henry R. ..85, 103, 108, 111
Ross, David 27, 92
Ross, Elbert D. 28
Ross, James W. 111
Ross & Key General Store 101
Ross & Sisson Flour Mill 107
Ross Township 88
Rossbach, George J. 75, 98
Rossell, Beatrice 67
Rossford 88, 110
Rossford Army Depot 110
Royal Theatre 76, 100
Rudesill, T. 91
Russell, William 91
Ryder, Samuel F. 104

— S —

Saddler, B. 75
Saddler, I. N. 64
Saengerbund 74, 82
St. Louis 20
St. Louis (Steamer) 22
St. Marys 26
St. Rose Catholic Church .35, 81-83
St. Rose Catholic School 83
St. Timothy's Episcopal Church.84
Sampson (Steamer) 22
Sandusky 35
Sandusky County 110
Sarver, G 75
Sasse, Fred 93
Sawmills 18, 25, 103, 104
Schaller, Frederick 68
Schaller Memorial Building 68
Schaumloeffel, Russell 54
Schmidt, Carl 98
School superintendents 64
Schools 35, 44, 52, 55-64, 83, 110
Schuster, Arnold 99
Schwind, Valentine 105
Schwind family 35
Scotland (Schooner) 22
Scott, Frank J. 29, 30
Scott, J. Austin 88
Scott, J. H. 64
Scott, Jesup W. 29, 88
Scott, Winfield 21
Second Street 26, 27, 47, 114
Senior Citizens Club 71
Seventh Street 48
Sewage plant 107
Sewers 46
Shank, Robert L. 97
Shaw, Earl 76
Sheplar, John 92
Sheridan Wheel
  Company 81, 104, 108

Sherwood, I. R. 72
Ship-building 22
Shipwrecks 22, 23
Sidewalks 30, 45, 46
Simmons, Dell 75
Simmons & Johnson Boot and Shoe Factory 92
Sixth Street 48
Slavery 40
Slecht, Gus 102
Slecht, Jacob 101
Slecht, William 101
Smith, A. G. 64
Smith, Addison 111
Smith, E. Kirby 42
Smith, H. T. 88, 89
Smith, J. F. 64
Smith, Malcolm 76
Snyder, George 75
Soldiers' Monument .... 71 (ill.), 72, 114
South Toledo 39
Spafford, Amos 9, 13, 20, 21, 41, 77
Spafford, Ara C. 41
Spafford, Aurora 21, 77
Spafford, Chloe 21
Spafford, Jarvis 21, 37, 92
Spafford, Samuel 18, 20, 21, 24
Speed limit 47
Spilker Motor Sales 102
Spink, John C. 29, 45, 87, 111
Spink, Shibnah 91
Spitzer, Lyman 76
Spitzer, Sidney 53, 76
Squirrel Hunters 41, 42
Starr, H. 75
Stave factories 51, 104
Stevens Stave Factory 104
Stinebaugh, C. E. 64
Stoddard, Amos 10
Stowell Hoe Factory 104
Stranahan, Duane 76
Stranahan, Frank 76
Street cars .... 36 (ill.), 47
Street lighting 51
Streets 46, 87
Stubbs, James F. 103
Suburban Singers 74
Superior (Steamboat) 22
Superior Steel Wool Company 109
Surprise (Schooner) 22
Swan Creek 23, 30, 31
Swan Creek Assembly of God 84
Swanton 33, 35
Swimming pool 69

—T—

Talcott, Andrew 31
Taxes 48
Taylor, Chauncey P. 64
Taylor & Miller Drugs 100
Tecumseh 11
Tefft, Ezekiel 42, 104
Tefft, Nathaniel 54
Tefft, Parmer L. 42
Temperance House 92
Temperance societies 70
Thefts 49, 50
Third Street 35
Thompson, A. M. 101
Thornton, Art 75, 100
Thornton, Floyd 111
Thornton, Frank 50
Thornton, Gus 75
Thornton, J. R. 111
Thornton, John 54
Thornton's Brickyard 105
Timmons, James 54, 89
Tod, David 42
Tod, George 86
Toledo 13, 23, 30-32, 36, 44, 48, 74, 93, 105, 107, 109
Toledo Blade 88
Toledo Clay Products Company 108
"Toledo War" 30-32, 77
Tolman, S. P. 104
Tontogany 39
Toussaint Ditch 39
Township Hall .... 44, 45 (ill.), 52, 76
Traffic 46, 47
Traffic signals 48
Transportation 22, 23, 25, 30, 35, 36
Treaty of Greenville 13, 16
Treece, O. C. 68
Trees 73
Trials 49
Trombla, E. R. 53
Troup, James O. 64, 72
Troy Township 88
Trudeau Barber Shop 94
Tyler, James 54, 111

—U—

Underground railroad 40
Union Army 40, 41
Union Sabbath School 38
United States Congress 13, 18, 25, 39
United States Reservation 13, 16
United States (Steamer) 32
Universalist Church 79, 81
Upper Sandusky 11, 21
Urbana, Ohio 16, 91

—V—

Vance, Joseph 91
Vance, Samuel 91
Van Tassel, Isaac 80
Van Vleck & Son 52, 105
Vaudeville 76
Veitch, William J. 93, 94, 111
Virginia 16, 33
Vistula 31

—W—

Wabash and Erie Canal 23, 30, 31
Wabash (Schooner) 22
Wade, Hiram 26
Walbridge 88
Walbridge, Langdon 76
Walcutt, William 73
Wallace, Lew 42
Walter Joy (Schooner) 22
Wampler, Joseph 13

Wapakoneta 25
War of 1812 ....9-12, 33, 34
Ward, E. 64
Water system 71, 72, 107
Water tower 68
Waterville 13, 17, 26, 37, 49
Way, Willard V. ..40, 65, 68, 87, 111
Way Library 21, 52, 65-67 (ill.), 97, 98
Way Scholarship 65, 68
Wayne, Anthony 9
Wayne County 16
Waynesfield Township 19
Webb, Beatrice 72
Webb, John 17, 29, 49, 105
Webb, Thomas J. 28
Webster, Daniel 21
Weiland Brothers 105
Welch, Harry F. 30
Wells, D. E. 64
West Boundary 14, 17
Wetzel, Peter 94
Wetzel, Philip 28
Wheel companies 108
Wheeler, Daniel H. 111
Whigs 32, 33
White, George H. 96
Wilds, Harry 54
Wilkinson, David 22, 24, 30
Wilkinson, Jacob 22, 55
Wilkinson, James 77
Wilkinson Block 51, 95
Williams, Arthur G. 28, 53, 54, 95-97
Williams, Russell 75
Williams County 19
Willis Day Industrial Park 110
Wilson, J. M. 93
Wiltse, Hiram 104
Winchester, James 10
Witzler, A. J. 97, 108
Witzler, Norman 97
Witzler, Peter 103, 104
Witzler, William 51, 104
Wolf, Alfred 75
Wolf, Joseph 97
Wolford, John 42
Wood, Eleazer D. 10, 16
Wood, William 85
Wood County ...9, 16, 19, 23, 24, 31, 33, 39, 40, 43, 110
Wood County Commissioners 17, 18, 39, 42
Wood County Court House ..18, 19 (ill.), 30, 35, 37, 44, 51, 87, 92
Wood County Court (Moline) ..88
Wood County Fair 74
Wood County Jail 18, 19, 35, 49, 104, 114
Wood County Packet 88
Wood County Seat .17, 42-44, 86, 87
Woodmen of the World 74
Woodruff, C. D. 51
Woodworking industries ...103, 104
Wooster 17
Wright, Albert D. 57, 64

—Y—

Yeager, Fred 28, 111
Yeager, John O. 111
Yeager Dry Goods 101

—Z—

Zoar Lutheran Church ....74, 81, 82 (ill.)

ECKHART PUBLIC LIBRARY
8401 9100 160 561 4